THE MARINE REVIEW

VOL. 51 NEW YORK MARCH, 1921 CLEVELAND No. 3

Curios of Worn Out Marine Law

Under Steamboat-Inspection Statutes, Eye Glasses Are Bar to Travel on Shipboard—Congress May Kill Corrective Bill

COMMON sense in meeting the needs of American shipping for years has occupied the vacant chair in our legislative council chambers. But every seat would be taken when marine legislation was being considered, if every voter and legislator could be induced to board an ocean, lake or river passenger boat and at the same time inspectors of the steamboat-inspection service were ordered rigidly to enforce all laws.

As one of these prospective voyagers, imagine your disgust when the inspector ordered you off the boat because of the glasses you wore or because a search of your person had shown a harmless comb in your vest pocket or had revealed another one as an ornament on your wife's head. The inspector would be merely enforcing a national law which since 1871 has prohibited the transportation on passenger ships of petroleum and its products. And quite likely the rim of your spectacles or the comb you carry is a by-product of the refinement of crude oil.

Back to the Days of the Ancient Mariner

The country many years ago celebrated the centennial of the application of the steam engine to ship propulsion but before that time some of the marine inspection laws still in force passed their one-hundredth birthday. Revision of the inspection service was last attempted in 1871.

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Some of the vagaries of the salary list have gone beyond tolerance. Assistant inspectors receive either $2100 or $2350, with $2500 paid at New York alone. Local inspectors receive $2100, $2500 and $2700. The 11 supervising inspectors receive $3450 and the chief of the service receives $5000. Entirely aside from the unjustly low salaries which have made the number of qualified applicants shrink to practically nothing, the scale cripples the efficiency of the service.

In contrast with conditions of 1871 when the inspector's salary was intentionally placed above that of a licensed officer, men on shipboard now receive wages far higher than the government inspectors. This has resulted despite the increased importance of the inspector's work which includes not only the inspection of vessels but the examination of officers, the holdings of hearings and the inspection of steel. The master of the smallest shipping board vessel now receives $3960 and of the largest vessel $4950. Freedom from many of the expenses inherent in shore occupations makes the net income of these masters equivalent to from $6000 to $7000. Their positions thus pay nearly three times as much as is received by the inspectors who were originally better paid. And it must be recalled that the inspector before being admitted to the service must be a master or chief engineer of the highest grade and experience while his entrance salary is below that now paid the lowest grade aboard ship.

Lack of Public Interest Threatens Bill

The senate now has before it the Calder bill and the house of representatives has the Greene bill, both drawn to correct present inequitable conditions in the inspection service. The bills call for changes in the salary scales, the total cost of these needed increases being only $857,490 for the entire service.

Changes in the inspection laws must be made for the protection of American ships. Immediate changes should be made for the protection of the underpaid members of the service. Representatives who have studied the bill, support it almost unanimously, but favorable action by congress is withheld because the public is not interested. Why not write and show your congressman a part of the general public at least is interested in the preservation of this essential and long abused service?

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Recent Business Changes in the Marine Trade

The Lehigh Valley Transportation Co., which for many years has operated a big fleet of barges between Perth Amboy, N. J., and New England ports, has been taken over by New York interests. Henceforth, it will be known as the Bee Line Transportation Co. Five seagoing tugs and 30 barges were involved in the transfer of vessel holdings.

* * *

The Marine Decking & Supply Co. announces the removal of its executive and sales offices from 1011 Chestnut street, Philadelphia, to 116 North Delaware avenue, Phi'adelphia. The new quarters comprise an entire building which will be used by the company as a sales and storage depot.

* * *

The Royal Mail Steam Packet Co., with its affiliated services, the Pacific Steam Navigation Co. and the Nelson line will open its own offices in the spring at 26 Broadway, according to an announcement by Lloyd B. Sanderson, senior partner of Sanderson & Son. Mr. Sanderson will be American director of the Royal Mail and his son, Lloyd B. Sanderson Jr., will be associated with him. The firm of Sanderson & Son will be incorporated and continue, but under the control of the Royal Mail company, with Mr. Sanderson as managing director.

* * *

Ellerman's Wilson Line, Ltd., will have its own office in New York, in charge of A. Maclay Pentz, and Edward L. Sanderson, both of whom are identified with the firm of Sanderson & Son, New York.

* * *

The Reeve Shipping Co., 42 Broadway, New York, has been appointed American agent for the Universal Shipping & Forwarding Co., Ltd., London.

* * *

C. B. Richard & Co., New York, announce their appointment as agents for the freight and passenger business of steamers sailing from the United States of the Portuguese State Maritime Service. It is reported G. M. Lutz & Co. are to have charge, under them, of business at New Bedford, Mass., where there is a large colony of Portuguese. The Richard company states regular sailings soon will be announced.

* * *

Two new partners have been taken into the firm of Norton, Lilly & Co., ship brokers, of New York, in the persons of Edward J. Brandreth and William J. Edwards. Mr. Brandreth, who is widely known in New York shipping circles, has been with the Norton, Lilly organization since his boyhood. Like Messrs. J. T. Lilly and J. B. O'Reilly, he grew up with the business. Mr. Edwards who also has a large acquaintance in eastern ship circles, has been for some time Pacific coast manager of the firm.

Manus, W. C. Payne and R. A. Woodend, New York.

The Gillespie Steamship Corp. has been incorporated with a capital stock of $250,000, by G. S. Brengle, East Orange, N. J.; Charles F. Quartelll, Brooklyn, N. Y., and P. J. R. McEnligart.

The Thomas Line, Inc., New York, has been chartered as a steamship agency, with a capital stock of $20,000, by G. Painter, H. A. Smith and H. S. Thomas, 163 Eastern Parkway, Brooklyn, N. Y.

Capitalized at $1,500,000, the Pamico Transportation Co. recently was incorporated in Delaware to operate boats, etc., by T. L. Croteau, S. E. Dill and A. M. Hoovon, Wilmington, Del.

Henn, Vanderberg & Co., New York, ship chandlers, recently were incorporated with a capital stock of $25,000, by A. Henn, J. Gillespie and E. C. Handler, 553 Glenmore street, Brooklyn, N. Y.

The Delaware River Towing line recently was incorporated in Delaware with a capital stock of $150,000, by M. M. Lucey, V. P. Lacey and L. S. Dorsey, Wilmington, Del.

The Portuguese line, New York, has been incorporated to engage in general navigation with a capital stock of $5000, by L. W. Simmons, H. P. Pieper and A. E. Egeltropp.

The capital stock of the Lumen Bearing Co., Buffalo, recently was increased from $200,000 to $500,000.

Capitalized at $5,000,000, the Clarkson Coal & Dock Co. recently was incorporated in Delaware by C. T. Cobee, C. B. Outten and S. L. Mackey, Wilmington, Del.

The Maritime Export & Import Co. has been incorporated in Delaware with a capital stock of $30,000, by M. L. Rogers, L. A. Irwin and W. G. Singer, Wilmington, Del.

The Skinner & Arnold Machine Co., Albany, N. Y., recently was incorporated to engage in the manufacture of engines and boilers, with a capital stock of $20,000, by G. H. Stevenson, H. Ochse and E. J. O'Connell.

McCabe, Skelton & Bonnell, New York, have been incorporated to engage in business as ship agents, with a capital stock of $100,000, by G. H. McCabe, W. Skelton and T. T. Bonnell, 55 Liberty street, New York.

The authorized capital stock of the Cowles Shipyard Co., Buffalo, recently was increased from $5000 to $30,000.

The Northwest Engineering Co., Green Bay, Wis., which operates a ship construction plant and repair yard, as well as a foundry and machine shop for the manufacture of marine engines and equipment, recently increased its capital stock from $1,000,000 to $1,300,000.

Advices have been received from the Jahncke Dry Dock & Repair Co., Inc., New Orleans, to the effect the damage done to its plant by the recent fire was slight and in no way approached the damage said to have been done. The entire repair plant, including machine and plate shops, boiler, tin and joiner shops, which are in fireproof buildings, were not touched by the flames. Part of the wharf was destroyed and the two dry docks were damaged, but the business of the company was not interrupted. On Christmas day the company docked one of the largest oil tankers entering the harbor of New Orleans, and it now is making repairs to 12 other vessels. It is hoped within a few months to have the wharf rebuilt and the dry docks repaired. The company in addition advises that at the National Marine Exhibition in New York, Jan. 24, it will have an exhibit of its plant as it is today and what is being done.

Word has been received from the Brewer Dry Dock Co., Staten Island, N. Y., to the effect that, although it recently was granted permission to enlarge its capital stock, this does not mean it is contemplating at this time erection of plant additions, or the enlarging of its facilities in any way.

Conveying machinery, hoisting and loading equipment will be installed by the National Export & Import Co., Iberville and Front streets, New Orleans, in connection with expansions and improvements to its 7-story building. F. J. Gruenthal is vice president of the company.

The M. S. T. Shipbuilding Co., Tarpon Springs, Fla., has purchased waterfront property for the establishment of a shipbuilding and repair plant, primarily for vessels of light draft.

The Kahlenberg Bros. Co., Two Rivers, Wis., manufacturer of marine engines, etc., recently increased its capital stock from $75,000 to $300,000.

The Schaeffer & Budenberg Mfg. Co., 84 Broadway, New York, manufacturer of steam gages and other equipment, with plant at 33 Berry street, New York, recently increased its capital stock from $100,000 to $1,000,000.

The Boston Chain Co., Boston, recently was incorporated with a capital stock of $20,000, by Frank Klein, S. J. Gordon and Jacob Fishman, Chelsea, Mass.

Capitalized at $125,000, the Standard Welding Co., Jersey City, N. J., recently was incorporated by Henry M. Schriefer, M. H. Schriefer and Albert C. Schriefer.

The Kingston Dry Dock & Construction Co., Kingston, N. Y., has been incorporated with an active capital stock of $525,000, by E. Salisbury, G. A. Fagan and M. E. McGuiness, to operate a ship construction and repair plant.

The Generator Valve Co., 47 Dinsmore place, Brooklyn, N. Y., recently increased its capital stock to $40,000.

The National Electric Tool Co., Pittsburgh, is being organized by John A. Metz, T. D. Murray and S. E. Wentley, to engage in the manufacture of electrical tools and appliances. Application for a charter will be made soon, by John A. Metz, 507 B. F. Jones building.

Considerable machinery, including electrically operated hoisting and conveying apparatus, yard cranes, etc., will be installed by the Fulton Lumber Terminal Co., Jersey City, N. J., at its new plant on the Hackensack river. The company was recently organized with a capital stock of $1,000,000, by B. F. Fitch, president of the Motor Terminals Co., 61 Broadway, New York, and others.

New Trade Publications

FEED WATER HEATERS—An interesting booklet descriptive of its feed water heaters has been issued by the Ross Heater Mfg. Co., Buffalo. It is an exceptionally comprehensive book of its kind and goes into detail in describing heaters, condensers, expansion joints, coolers and air injector pumps, which the company manufactures.

These heaters are of the closed or tubular type and the booklet describes their use, not only for heating water, but for oils and other liquids as well. Tables of useful calculations regarding fuel water heaters is a part of the book. This catalog F explains in detail the workings of the Ross expansion joint, which is made on the cro-shead guide principle.

HOISTS—Until having seen the new catalog of the Wright Mfg. Co., Lisbon, O., it is doubtful if many would realize the great variety of hand hoists made and the surprising number of uses to which they may be put. Among these are on board ship, both in the engine and fire rooms and for handling cargo in the holds. A number of installations of these quick handling rigs on board ship are shown.

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Analyzes Problem of Ship Sales

Head of Leading Ship Company Recommends Changes Necessary to Insure Successful American Competition

BY H. THOMSEN
President, Equity Steamship Co.

TO THE EDITOR:

I AM firmly convinced this big wonderful country must necessarily maintain a merchant marine based on the principle of American ships for American trade; but it follows, naturally, it must be brought down to a business basis. It is a logical conclusion that, unless we are able to compete with ships under other flags, we shall not be able to stay in business. The present principle of keeping up an extensive mercantile marine at the expense of the taxpayers is absurd from any point of view and should be stopped. In search of the right solution, I find several obstacles: In the first place the high cost of operation. While foreign ships can take all sorts of cargo at prevailing market rates and make a profit on the transportation, there is practically no freight on the market just now, which will enable a shipping board steamer to pay the cost of operation, much less make a profit.

There has been much talk of the difference in wages. I attach a statement showing the number of crew and amount of wages in an American steamer as compared to a Scandinavian steamer of the same size. It appears that the foreign ship is being run with less men and that the total amount of wages is smaller than in an American steamer of the same size. The expense of feeding the crew is, and possibly always will be, much higher under the American flag. However, I do not consider these extra expenses prohibitive to successful operation of American steamers.

The real difference in operating cost is in the valuation of the steamer—the capital investment. For the last year or two the shipping board has put a valuation of $200 per ton on ships such as the Submarine type of about 5000 tons deadweight with an allowance of 10 per cent depreciation for the first year and 9 per cent for the second year. If I have one of the steamers delivered early in 1919, then by January 1921, the steamer would have had a book value of $810,000. On the basis of this valuation the shipping board would figure

8 per cent for depreciation,
4 per cent for repairs,
4½ per cent for insurance and
5 per cent for interest,

which is 21½ per cent on $810,000 or $174,150 over the year, equal to about $478 per day. Wages would be $4410 per month for 37 men, or $147 per day. Subsistence at $1.50 per day per man for 37 men is $55 per day. Stores and equipment for deck and engine room, overtime to crew and miscellaneous expenses amount to about $100 per day. Thus $780 per day will be the cost of operating this steamer under the American flag.

At the same time similar British and Scandinavian tonnage is being offered freely at between £16 and £20 per ton, which is less than $70. In the first place, the Scandinavian operator would not figure 8 per cent depreciation, nor would he figure 4 per cent for repairs or 4½ per cent for insurance, but supposing for the sake of comparison that they would figure the same total of 21½ per cent, then this item would only amount to $206 per day, as compared to $478 on the American steamer of the same size and quality. The result is that the foreigners can run their ships at less than half the cost of running American steamers—all other conditions being equal.

I would like to mention in this connection a few facts relative to classification and insurance. By far the biggest part of British and Scandinavian steamers are classed * 100A1 in British Lloyds, which enables the owners to obtain the lowest insurance premiums obtainable on any market. To equalize this for the American merchant marine, it will be necessary to develop the American Bureau of Shipping to the same standard of perfection as the competing British organization, and the American underwriters must give American shipowners such premiums and terms of policy, as will compare favorably with those offered by their British and Scandinavian competitors.

It will be necessary to reduce the price on American steamers to current market level but that alone will not solve the problem. There will not be enough American buyers for shipping board tonnage without some adequate co-operation on the part of our bankers and legislators and through a more general and direct interest in shipping on the part of the big population of the South and Middle West. With the exception of a few banking institutions on the Great Lakes and in Philadelphia and Baltimore, the banks have not been willing to loan money on marine securities. Our foreign competitors can purchase ships and get more than 50 per cent bank loan on first mortgage at a reasonable rate of interest. In this country, ship financing is a problem. Our bankers will have to be educated to see the value of marine securities and to give their cheerful co-operation in the reorganization of the American merchant marine. But to this end it will be necessary to modify or repeal present laws which give precedence to supply and repair bills over ships' mortgages.

A great many ships should be sold as soon as possible, with the right to transfer of flag, in case of foreign buyers. Only such ships should be retained as will be profitable cargo carriers in peace time and practical for auxiliary services in case of a national emergency. We shall probably have no use for passenger steamers if the eighteenth amendment is enforced on American steamers as being "constructive territory of the United States."

(*Concluded on Page* 142)

Crew Wages Compared

	American steamer	Scandinavian steamer, kroner
Captain	$357.50	350.00 (a)
Chief Officer	228.75	675.00
Second Officer	200.00	575.00
Third Officer	176.25	450.00
Boatswain	95.00	343.75 (b)
Carpenter	100.00	300.00
Able Seamen, 6 at $85	510.00	2062.50 (b)
Ordinary Seamen, 2 at $65	130.00	80.00 (c)
Mess Men, 2 at $70	140.00	None
Mess Boys, 2 at $65	130.00	50.00 (d)
Chief Engineer	332.50	750.00
1st Assistant Engineer	228.75	625.00
2nd Assistant Engineer	200.00	500.00
3rd Assistant Engineer	176.25	325.00
Oilers and 3 w. t., 3 at $95	570.00	1925.00 (e)
Firemen, 6 at $90	540.00	
Coal Passers, 3 at $75	450.00	
Steward	135.00	480.00
1st Cook	115.00	390.00
2nd Cook and Baker	100.00	None
40 men	$4,915.00	
27 men		9881.25

(a) Plus ½ per cent bonus on net profit.
(b) 275 plus 25 per cent per man.
(c) One ordinary.
(d) One mess boy.
(e) Seven firemen.

At rate of exchange of 14.20, these kroner will equal $1403.14 or less than one-third of the wages in the American steamer. Even at normal exchange of 26.80, the amount will be $2252.93 or less than half of the American wages.

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undertaking. It takes years to learn sufficient about it to make a profit. Men like Edgar F. Luckenbach and Robert Dollar are well known personalities. They have come to the front after they had grown gray hairs. But here is a young man who has shown that it can be done otherwise. He has come to the front as one of the most important American steamship men almost overnight.

Within three years Mr. Harriman has forced a most skeptical world—the shipping world—to take him seriously. Starting in 1917 with the Chester Shipbuilding Co., having a yard at Chester, Pa., and giving his attention at first almost entirely to the problem of building ships, Mr. Harriman directed his efforts more to the problems of ship operation after the armistice in 1918. His maritime career consequently is divided in two parts, shipbuilding and ship operation.

He has also organized and built up a banking house designed to deal in marine and allied securities. He and some of his associates are owners of a marine insurance firm. But there are, also, other investments and interests in which Mr. Harriman is involved, which have but a minor bearing upon the maritime phase of his career and, therefore, have but a minor relationship to himself. It is sufficient to know that he has not neglected the "feeders" to his main work.

Profits From Example

The Harriman organization is shown on the accompanying chart which gives a clear indication of the comprehensive size. This organization shows that the son has profited by his father's example, for he has built up under his sole control a group interest of indomitable strength. A genius for organization should presage success to a business. The test of time has not been given to the Harriman marine interests; but they are sufficiently impressive to force the most hardened of New York financial captains and the most successful of America's commercial powers to pay them respectful attention.

William Averell Harriman was born in New York on Nov. 15, 1891. He attended Groton school and then entered Yale university. His was a general academic course. In that selection, young Harriman appears to have been planning for the future. Specialized education may cramp the outlook. He did not spend any life of ease during this period, his chief avocation being boating. Even that he took sufficiently seriously to encourage him to make a trip to Europe to study the coaching methods abroad. He was just entering the university when his father died.

R. H. M. ROBINSON

President, Merchant Shipbuilding Corp., and right hand of Mr. Harriman in matters pertaining to ship construction

When leaving the university in 1913, he spent some time studying his father's railroad properties, holding minor executive jobs and studying the methods of industry. In 1915 he married Miss Kitty Lanier. They have two daughters.

He has not idled his time away in New York or delved much in society. His chief enjoyments are in the society of business associates. His family has to revert to ingenuity to get him to play. "I like the kind of play that is as strenuous as work," he says. "I like to go into such play in its turn, as hard as I know how."

But he has one pet hobby. It is the Boys' club, founded on the East Side in New York by his father. It is declared that the meetings in connection with this club are the only ones ever permitted to take precedence over business demands. One can well believe that, as during an interview, the telephone is constantly ringing and business demands are forever breaking in upon the conversation. During the moments, when these interruptions were missing, Mr. Harriman was continually writing memoranda and figures upon a pad in front of him. The restlessness of a man busy by nature was plainly apparent.

He maintains his home at Arden, N. Y., where he goes in for farming upon a large scale. He runs even this upon business principles. It produces and sells over 1,000,000 quarts of milk per year, supplying neighboring communities.

Organization is one of the keystones to Mr. Harriman's success. This is a quality he has inherited from his father. It is said of the elder Harriman that

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he could pick and choose his subordinates from the periodical report sheets that came to his desk. Other successful captains of industry have placed their chief dependence on sizing up the personality of a man he intended employing. It was not so with the elder Harriman; the results a man accomplished were the measure. W. A. Harriman has surrounded himself with capable men who have already proved their worth.

After graduating from the university with honors, young Harriman proceeded to Omaha to learn the railroad business. He began work in the Union Pacific's large shops there. His was not a "dirty-shirt" job, but he was taken in hand first by the head of one department and then by the head of another, until he had mastered the business. Then he returned to New York and was put through a similar training in the executive offices, starting in the auditing department under the guidance of Charles B. Seger, who had been one of the senior Harriman's right-hand men and who now is president of the United States Rubber Co. It is said by associates that Mr. Harriman has developed a remarkable talent for analyzing statistical statements.

Becomes Purchasing Agent

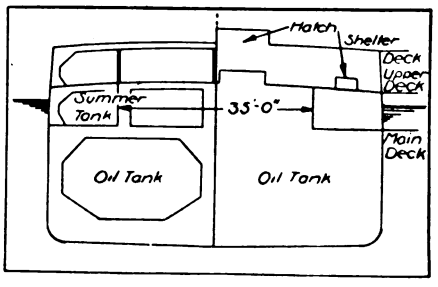
He was offered the position of vice president in charge of purchases of the Union Pacific and accepted. Mr. Harriman undertook this work because he realized it would broaden his knowledge of railroading, and would acquaint him with manufacturing practices. The road's purchases amounted to $50,000,000 a year and embraced a variety of materials, and it necessitated his undertaking many trips of inspection of industrial plants.

"My father early taught me both the joy and the value of hard, concentrated work and of getting at the bottom of all the facts of a situation," Mr. Harriman remarked, "and I was anxious to get as thorough and practical an education as possible, because I had a very strong desire to fit myself to do something useful."

While young Harriman has inherited many of his father's characteristics and abilities, it must not be forgotten that he was enabled to undertake a much different training than was his father. The elder Harriman came to the front via the "board" in a brokerage office. The son has come to the front via the university and shop and office training.

His first important undertaking is a proof of the younger Harriman's capacity to foresee the future and to profit by the force of circumstances. Germany was fighting all Europe. Shipping values had undergone a tremendous change. Foreigners were beginning to let contracts to American yards. To those yards already in existence it was good business, but no one knew how long that would last. Then came the controversy between the United States and Germany over the quality of the submarine warfare and the argument over the freedom of the seas. The situation became intense. Naturally, should the United States enter the war, there would be a great demand for ships and more ships. Young Harriman undoubtedly read the signs of the times. In February 1917, he purchased the yard of the Chester Shipbuilding Co., Ltd., Chester, Pa. Two months after that a declaration of war was passed by congress. By summer the United States shipping board had organized the Emergency Fleet corporation and that corporation was looking around frantically for shipyards to take contracts to build vessels for the government.

The Chester yard originally was organized about 1859 under the management of Reaney Son & Archibold Co., but was taken over in 1871 by John Roach who, in the following year, organized the Delaware River Iron Shipbuilding & Engine Works. In the early days of the world war, this yard was purchased by Capt. C. P. M. Jack, who organized the Chester Shipbuilding Co., Ltd., and operated it until the sale to Mr. Harriman.



HALF BREADTH PLAN OF TANKER

Saw Need for Ships

It was in the purchase of this yard that Mr. Harriman inherited the services of one of his most able and active subordinates. This is R. H. M. Robinson. Mr. Robinson has had an extensive training in practical shipbuilding. He was with the Lake Torpedo Boat Co., before he went with the Chester yard. Another assistant Mr. Harriman drafted into his service was W. T. Smith, who had been with the construction firm of the Thompson-Starrett Co.

With the entrance of the United States into the war, Mr. Harriman realized he could be of more service to his country by devoting all his energies and whatever capital might be necessary to the building of ships. "I felt certain shipping facilities would prove the neck of the bottle," he remarked, "and I at once took up the matter with General Goethals. My mind ran to the building of steel ships in quantity rather than to wooden ships, and General Goethals was entirely in sympathy with this idea. Accordingly, I undertook the work, first, of developing the Chester yard and later, entering into operations on a much larger scale."

The Chester yard now has seven ways, together with fully equipped shops for the construction of ships up to 15,000 deadweight tons. The ways can be readily extended to accommodate much larger ships. When sufficient experimental work had been done and it was a demonstrated fact—on paper at least—that the bridge-building and other industrial plants could be diverted to making ship parts and that yards could be constructed for the quick fabrication of vessels, Mr. Harriman again offered his services to the Emergency Fleet corporation and he was commissioned by the government's company to erect immediately a new yard for the manufacture of ships on this principle. A plot near Bristol, Pa., was procured and an agency yard started.

Build Yard and Town

The Bristol plant was merely operated by Mr. Harriman. The land and the plant is owned by the Emergency Fleet corporation. It has a river frontage of 3600 feet and contains about 260 acres, of which 80 acres are utilized for townsite and steel storage yards. The townsite is known as Harriman, Pa. On Sept. 17, 1917, about half a year after Mr. Harriman had first launched himself in the shipbuilding business, his agency yard entered into a contract to build 40 cargo vessels of 8800 deadweight tons each for the Emergency Fleet corporation. They were fabricated steel freighters constructed according to designs prepared by the Chester yard's organization, and equipped with Westinghouse turbines of 3000 horsepower with three Babcock & Wilcox boilers using oil fuel.

The Harriman agency yard is the yard located farthest up the Delaware river. It was no small undertaking on the part of a new organization and the fact that Mr. Harriman has now successfully completed his contract with the government indicates the stuff of which this young directing genius is made. In addition to building the ships, it was necessary to build the yard. It was necessary also to build a town to house the multitude of workers brought to the plant. The adjacent town of Harriman has a postoffice, hotel, modern hospital, 206 group houses, 26 single

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houses, 25 duplex houses, and 212 apartment houses, besides a large number of boarding houses, bachelor quarters and bunk houses sufficient to house about 3000 men and their families. At this yard alone some 10,000 employes were put to work.

Now that the agency contract has been completed, the question has arisen as to what is to be done with the Harriman yard. The present Harriman organization has no need of it and the property naturally reverts back to the Emergency Fleet corporation. Practical persons are of the opinion that it will be closed forever as a shipyard.

Mr. Harriman changed the nomenclature of his shipbuilding company in June, 1917. It is now known as the Merchant Shipbuilding Corp. Mr. Robinson is president of this corporation and Mr. Smith is vice president. Mr. Harriman has two efficient lieutenants in these men and finds them highly capable in carrying out his shipbuilding activities. Since the war, however, a new name has appeared on the list of the Merchant corporation. This is J. L. Ackerson. Mr. Ackerson was once a commander in the United States navy, but is now retired. For a time he served the shipping board as general manager of the Emergency Fleet corporation. He now is second vice president of the Merchant Shipbuilding Corp.

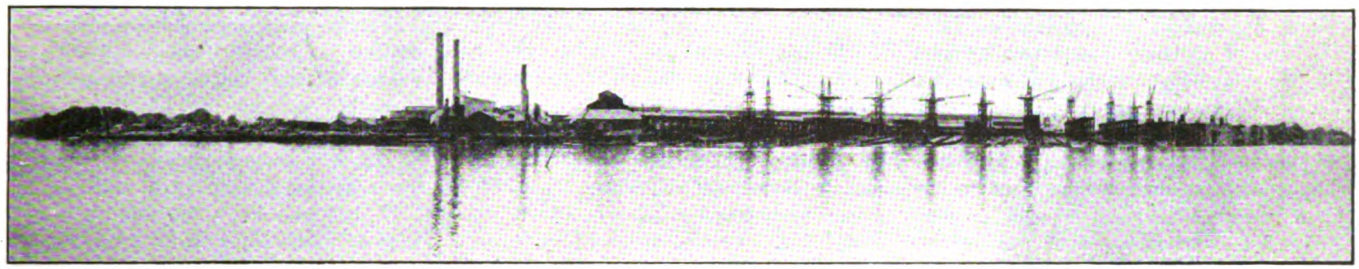
During the war and the period since, the Chester yard has been building mostly standard freighters and tankers and a few auxiliary vessels for the navy department. While the enormous extension projects were under way at both Chester and Harriman and the organization was hurried and rushed with land construction projects, the Merchant yard turned out the first mine sweepers ever constructed by any yard along the Delaware.

"During 1917 and part of 1918, we completely rebuilt the Chester plant and during part of the same time we built up the Harriman plant at Bristol, turning out ships also," remarked Mr. Harriman. "In August, 1919, we combined both yards under the management of the Merchant Shipbuilding Corp."

Acquires Famous Old Yard

It was after the armistice, when Mr. Harriman had become extensively involved in the operation of ships, that he came into control of the William Cramp & Sons Ship & Engine Building Co. This is one of the oldest and best known American yards. It is the only American yard that had prior to 1920 built transatlantic liners of the first class. Its equipment is adequate to turn out any kind of craft for war or mercantile uses. In this article, it is not intended to go into a description of the ship operation plans of Mr. Harriman. That is an engrossing subject reserved for a following article, but it is impossible to explain the acquisition of the Cramp yard at Philadelphia without making some mention of this major side of Mr. Harriman's activities.

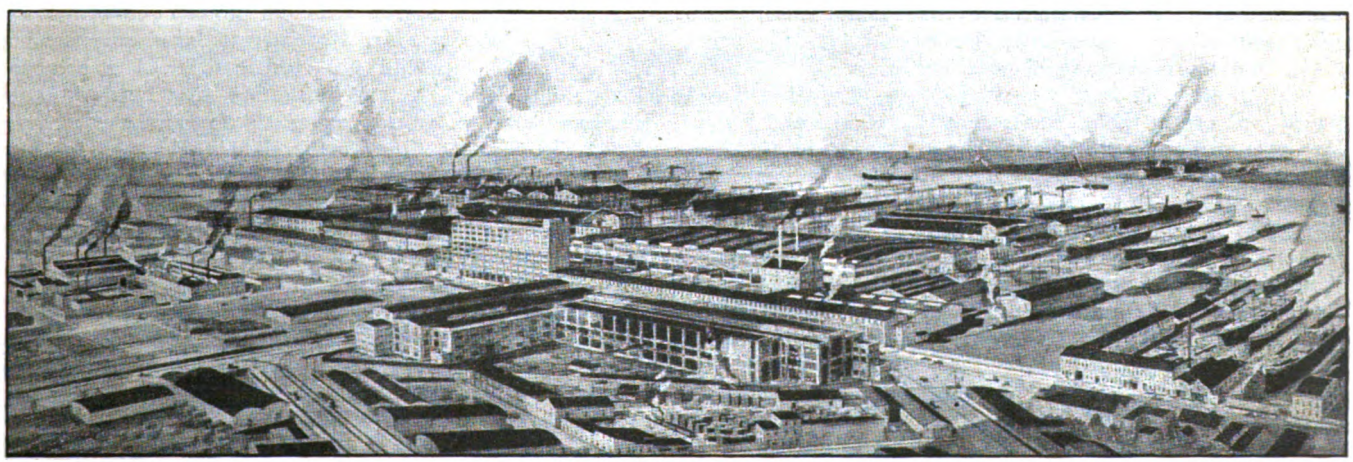
The banking house of Chandler & Co., Inc., had promoted a holding corporation known as the American Ship & Commerce Corp. This corporation obtained the controlling interest in the Cramp yard and the Kerr Navigation Corp. In 1920, Mr. Harriman obtained control of the American Ship & Commerce Corp., which in turn gave him corporate control of the big Cramp yard.



MERCHANT SHIPBUILDING CORP.'S AGENCY YARD AT HARRIMAN, PA., OPERATED DURING THE WAR EMERGENCY FOR THE GOVERNMENT

For 90 years, Cramp's yard has been builders of ships including war vessels for the United States and other countries. During the war period alone, the United States navy contracted with Cramps for 55 ships. The United States destroyer COLE with the world record speed of 47 statute miles per hour, the latest type of destroyer, was a product of this yard. The plant occupies 168½ acres of which 47 acres are devoted to the main plant, where are located building slips, wet basins, storehouses, powerhouses, foundries, etc. There are more than five miles of standard gage railroad track serving this plant. In addition, there are the Kensington shipyard and dry dock department. Petty's island, in the Delaware river, of 108 acres is the location of the Federal Steel Foundry Co., a Cramp subsidiary.

In the summer of 1917, when all shipbuilding on the ways in American yards was commandeered by the government, the Chester yard was building a number of freighters on private contract. These measured from 7000 to 8000 deadweight tons each. Later, the



SHIPBUILDING PLANT OF THE WILLIAM CRAMP & SONS SHIP & ENGINE BUILDING CO. AT PHILADELPHIA

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yard entered into contracts with the shipping board and built a standard 9000 deadweight ton freighter with a triple expansion engine. The yard also built a few tankers during the war, these measuring from 10,000 to 11,000 deadweight tons each.

It was after the armistice that the yard began some construction which showed the results of the Harriman management. Among the first contracts obtained were two tankers, each of 10,000 deadweight tons, for the Union Oil Co., of Delaware, and two tankers of the same size for the Tidewater Oil Co. These tankers were constructed after designs submitted by the naval architects of the Harriman organization. The contracts came to the yard in the flush period, when tankers were in great demand and when speed of construction was an essential demanded by the owners.

More recently, construction by the Harriman shipbuilding forces has been predicated upon the Harriman navigation needs. In this connection, the good benefits of the organization and consolidation of interests brought about by Mr. Harriman manifested themselves. Transatlantic services between the United States and Germany were planned and it was necessary to have the ships designed to carry these forward. Mr. Harriman realizes that under the American navigation laws it is difficult to compete in the cabin passenger trade with ships under foreign flags. Whereas, on a freight vessel the wages aboard a ship may not amount to more than 7 per cent of the total cost of operation, the wages paid aboard a passenger vessel may amount to more than 15 per cent of the total cost. American wages are much higher than British or other nationals and, therefore, competition in the highly developed Atlantic passenger trade becomes the more difficult. For this reason, it was decided to build third-class passenger vessels.

The exclusively third-class passenger vessel is a marine development of 1920. Never before in the maritime history of the world has an undertaking like this been heard of. But in building vessels for the so-called steerage trade, Mr. Harriman has gone much further. His ships will provide comforts for steerage passengers that such travelers have never before enjoyed in crossing the Atlantic. The first step was to recondition the DE KALB for this trade. Then contracts were let with the Chester yard to build for the Shawmut Steamship Co., a Harriman subsidiary, two third-class passenger ships of 10,500 tons each. These vessels are well on toward completion. The DE KALB, now renamed the MOUNT CLAY, is plying between New York and Hamburg. The two new vessels, to bear the names of MOUNT CARROLL and MOUNT CLINTON, will be added to this route. This will give the United American Lines, Inc. three steerage passenger steamers in the transatlantic trade.

Establishes Regular Service

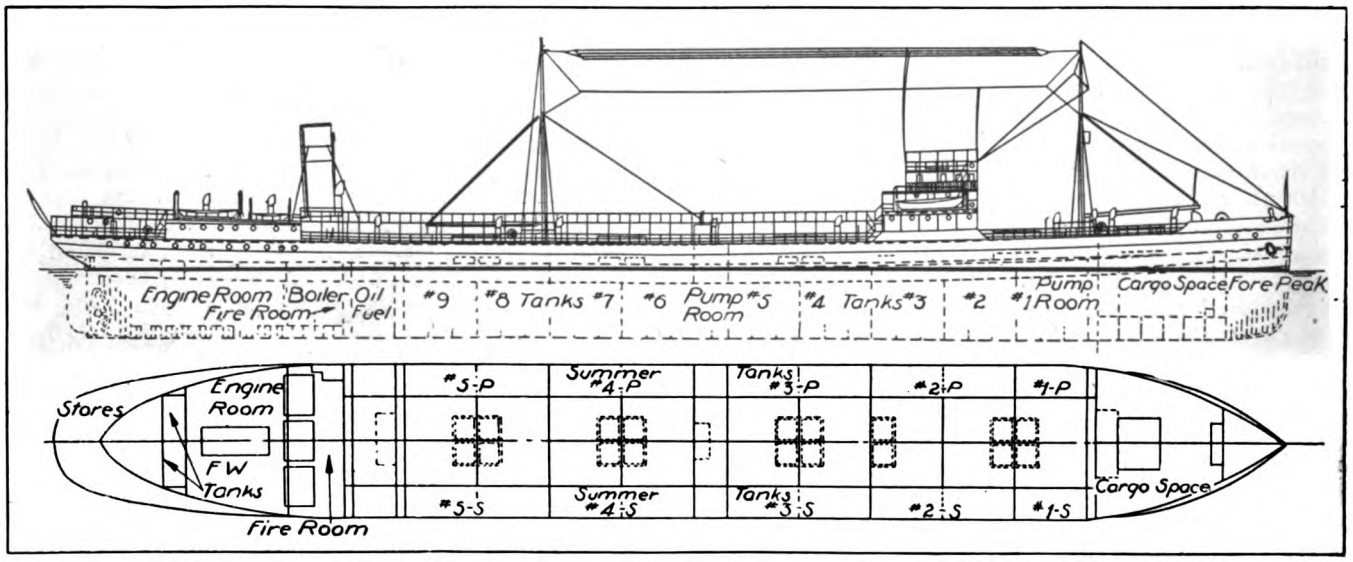
The Hamburg-American line, for which the United American acts as agent in the United States, is placing the VICTORIA LOUISE in this service and will probably have two others to add to it by this spring. This will give the joint services maintained by the United American and the Hamburg-American steamship lines six vessels operating in the transatlantic trade this summer, and they expect to schedule weekly sailings out of New York and Hamburg.

Operating experiences are already showing their effect upon the shipbuilding trend of the Harriman organization. At the Cramp yard, the shipping board freighter WILLIAM PENN has been fitted out with two Danish-built, Burmeister & Wain diesel engines which were purchased abroad in 1918 by E. N. Hurley when he was chairman of the shipping board. This vessel has been allocated to the Harriman lines for operation. It is expected to gain valuable experience in observing the results obtained from this kind of propulsion. The Harriman organization also is operating a coast-to-coast service with vessels of the American-Hawaiian line. For this service the Chester yard is building two large 11,000-ton freighters which will be equipped with diesel engines at the Cramp yard.

"I do not necessarily advocate adoption of motorships in all trade routes," said Mr. Harriman. "The size of vessels, their speed, availability of fuel, routing and many other details must be taken into consideration. But it is my conviction that the freight carrying motorship in the majority of cases, if oil fuel is available, has an advantage over the steam propelled cargo vessel, because of its greater economy."

Mr. Harriman is also experimenting with the electric drive. His company is now operating the ECLIPSE which was converted to an electric-drive ship for the shipping board. Mr. Harriman was unwilling to pass an opinion on the economy of the electric drive although he indicated he has an open mind on the matter.

"A great deal of experience with oil-engined motorships had been acquired by the Hamburg-American line before the war," he said. "I understand that this company had ordered motor vessels of several different types and for various trades in which it was trying out all the basic designs of



OUTBOARD PROFILE AND PLAN OF OIL TANKER FOR SWIFTSURE OIL TRANSPORT CO.

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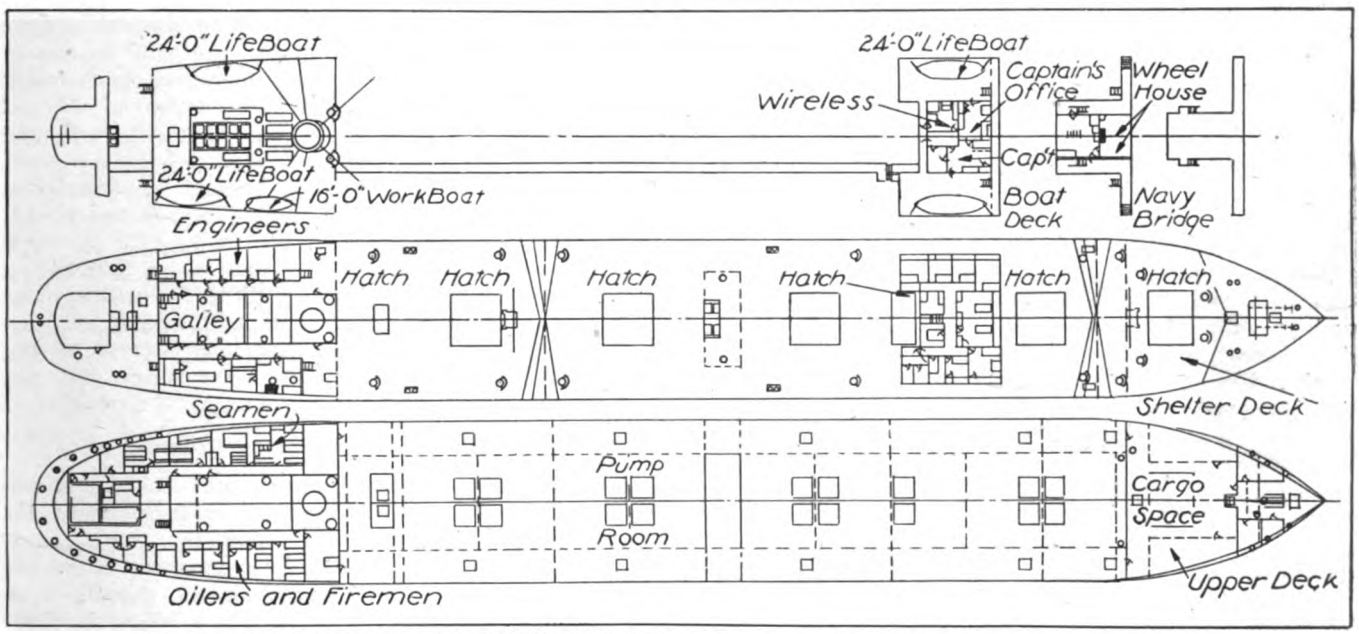
diesel engines. The 4-cycle, the straight 2-cycle, the double-acting and the opposed piston types have all received its attention. Although the German company was prevented by the war from bringing all these practical tests to a conclusion, it nevertheless gained, I believe, a wider and more exact knowledge of the various types than any other company possesses even at this day. It is to be expected, therefore, that American shipping through our association with the Hamburg-American line will benefit from these experiments. Lately the Hamburg-American company in conjunction with the Allgemeine Elektricitats Gesellschaft of Berlin, formed a large company for building motorships under



DECK AND ACCOMMODATION PLANS OF SWIFTSURE TYPE TANKER BUILT AT PORTLAND, OREG.

Burmeister & Wain diesel license in Germany."

According to reports, the German steamship company plans to build two large motorships for the passenger trade. Mr. Harriman was not in a position to confirm this. On the other hand, it is to be remembered that the Cramp yard, now associated with the Harriman interests, has obtained the right to build diesel engines in the United States under the Burmeister & Wain license and has already made a start by constructing some engines after this design for two freight vessels building for the American-Hawaiian line.

The Harriman motorships are to be 11,200 deadweight tons with a speed of 11½ knots. They will measure 461 feet 10 inches in length over all, 59 feet 8 inches beam, and 39 feet molded depth. The mean load draft will be 28 feet 6 inches. These ships will have a total capacity of 587,200 cubic feet and a fuel capacity of 1475 tons. They will have a cruising radius of 24,000 nautical miles and will consume approximately 15 1-3 tons of fuel a day. The engine speed will be 115 revolutions per minute, giving 3600 shaft horsepower or 4500 indicated horsepower. The engine space in these vessels will measure but 55 feet 6 inches in length.

The Cramp yard built Burmeister & Wain 4-cycle type diesel engines for these vessels. For auxiliary power, including generating electrical power for the deck winches, four 100 brake horsepower diesel engines will be installed. There will be fourteen 5-ton electric winches and two 30-ton winches working at 150-200 feet per minute.

"In my opinion," Mr. Harriman said, "everything that can make the operation of ships more economical must be adopted by our American companies, large and small, if the great merchant shipping fleet of this country is to hold its own in competition with the numerous economical motorships now in service or building abroad. The latest Lloyd's report gives a clear idea of the rapid strides that this type of vessel has made in Great Britain and in continental Europe.

America Has Lagged

"America has lost much valuable time and much will have to be done during the next few years to catch up in design and construction. There can be no further doubt of the many economies to be gained by the use of internal-combustion, oil engines for propelling and auxiliary power, but one of the principal factors in our present problem is the early construction of diesel engines of American manufacture as good or better than those which have been built abroad, and in as high power, or even in larger units.

"I see no reason why American shipyards and engine works can not together turn out motorships equal in design, construction and operating reliability to anything yet built on the other side of the Atlantic."

The fact can not be escaped that European influence and experience have an important bearing upon the successful upbuilding of the American merchant marine. Mr. Harriman went abroad approximately a year ago to study the situation and came back with an agency contract with the Hamburg-American line, a prize that many large steamship companies had been trying to capture. The second important trip on the part of the Harriman organization was that of Mr. Robinson to Germany and other European shipbuilding centers. As a practical shipbuilder Mr. Robinson, who at this writing is booked to sail for home in a few days, is expected to bring back some valuable, intangible if not tangible, benefits to the shipbuilding organization which has been created by Mr. Harriman.

Further insight into the shipbuilding plans of the Harriman marine interests can be had only from a review of Mr. Harriman's ship operation projects. The dovetailing of these phases of shipping is a result of this young man's organizing ability. In an interview which will be published in the MARINE REVIEW next month, Mr. Harriman discusses these plans.

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Builders Say Costs Must Drop

Shipping Interests Not Likely Buyers Until Tonnage Has Been Marked Down Sharply—Europe, Also, Has Been Hard Hit

COSTS must come down! That is the slogan adopted by the American shipbuilders, following the general market tendencies. MARINE REVIEW was first to call attention to a movement on the part of Atlantic coast shipbuilders to reduce labor costs, which movement began in the yard of the Baltimore Dry Docks & Ship Building Co. Today, it is reported, this yard is able to write down a considerable percentage in the cost of building tank ships.

The movement to reduce costs since has spread to the yard of William Cramp & Sons Ship & Engine Building Co., Philadelphia. This yard entered into an agreement with the metal trades department of the American federation of labor, about a year ago, providing for intercourse between employer and employe. This agreement terminated with the calendar year 1920, and now the yard has determined to deal directly with its employes.

With two open-shop yards on the Atlantic coast, it is not unreasonable to expect others will follow. In the meantime, however, the Atlantic Coast Shipbuilders association is attempting to continue its agreements and supervision over shipyard labor problems. This association is submitting a proposition to all shipyard labor to accept a reduction in wage. Incidentally, the headquarters of the association is being moved from New York to Philadelphia, where it will be in closer touch with the situation. No general revival of shipbuilding will be possible, it is declared, until all costs are brought down to a more normal level.

445 Ships Building

Steamship companies are not interested at the moment in letting new contracts. The freight market does not warrant any such action. It is said approximately 23 per cent of the shipping board tonnage is now tied up for lack of cargoes. In England, the situation is even worse. There is at present no market for ships and, therefore, no call for new construction. This, of course, does not mean the complete ruin of the American or the British industry; a change in the freight market can be effected almost overnight. But this slump in shipping does mean at least the end of the era of high costs.

The American Bureau of Shipping estimates 445 ships, of 1,742,590 gross tons, are building in American yards. The bulk of these range in size from 6000 to 11,000 gross tons. Of these contracts, 380 ships of 1,235,184 gross tons are building for private account; only 65 of 507,415 gross tons are building for government account. The bulk of this work is being done on the Atlantic coast, which holds contracts for 189 ships of 772,929 gross tons.

U. S. Leads In Tankers

The shipbuilding slump is not confined to the Untied States; it is a world-wide condition. As a matter of fact, this country has more than held its own. Records of the government show launchings in shipyards of the world amounted to 5,861,000 gross tons in 1920, a decrease of almost 1,300,000 tons from the 1919 figures but an increase of more than 400,000 over 1913. The total for the United States was 2,476,000 tons, while Great Britain was second with 2,055,000 tons. Japan launched 456,000 tons last year, a decrease from 611,000 tons in 1919. Lloyds points out that, at the beginning of 1920, the United States and Great Britain had on hand practically the same amount of construction to be completed. It credits American yards with greater speed than those in Great Britain, this country exceeding England's rate of output by 20 per cent.

One respect in which American shipyards far outstripped the rest of the world was in the construction of tankers of 1000 gross tons and over during 1920. Out of a total of 640,000 gross tons launched from all countries, nearly 90 per cent was in the United States. Europe, however, has made greater progress in the construction of motorships. During 1920, there were launched in the world 190,000 gross tons of vessels fitted with internal combustion engines. At present there are more than 450,000 gross tons of vessels of this type under construction, chiefly in Europe. The tonnage of vessels fitted with turbines, launched during 1920, was 1,825,000 tons, or nearly one-third of the aggregate of ships of all types.

Of the 170 motorships building, between 40 and 50 are on order in the United Kingdom. The majority of the others are under construction in the Scandinavian countries and in Holland and Germany. It is expected fully half of the 170 vessels will be put in commission during the present year. The largest motorship completed in 1920 was the ZOPPOT, owned by a Danzig firm. She is an oil tanker of 15,000 tons.

Ship repair work around the port of New York has been reduced, in keeping with the tendency in the shipping trade generally. The reduction amounts to from 6 to 10 per cent, which is made possible through the fall in the price of steel and certain other materials; also by charging less for the tools used in making repairs. Underwriters, however, are still dissatisfied and insist that the repair plants might easily make a reduction of 25 per cent in the cost of their work, and they say that when this is done much more reclamation will be undertaken. As yet there has been no appreciable decrease in the wages paid in repair yards. The Staten Island Shipbuilding Corp. has been threatened with a strike over a labor dispute but that has been the only outstanding instance of any difficulty with labor during the past month in the New York territory.

New Ship Construction

The United States shipping board recently has approved applications for construction, under the provisions of Section 23 of the merchant marine act of 1920, by American shipping companies, of the vessels indicated below:

Pan American Petroleum & Transport Co., 120 Broadway, New York; three bulk oil tankers of 10,200 deadweight tons each; to be built by Bethlehem Shipbuilding Corp.

American Sugar Transit Corp., 117 Wall street, New York; oil tanker 6300 deadweight tons; to be built by Staten Island Shipbuilding Co.

The steamship SAN GIL, third of eight steamers ordered by the United Fruit Co. from British builders, recently was delivered by the Belfast plant of Workman, Clark & Co. The SAN GIL is a sister ship of the SAN BLAS and SAN BRUNO, recently completed and placed in the service between Boston and the tropics.

The steamers have a length of 325 feet, with a depth of hold of 31 feet. They have a gross register of 3631 tons and a speed of nearly 13 knots. Five steamers, with a register of about 6000 tons and a speed of 14 knots, now are under construction for the company at the William Beardmore & Co.'s plant.

The SUSPARCO, the 148th fabricated steel ship to be built at the Newark Bay plant of the Submarine Boat Corp. has been launched. The freighter

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is of the standard type, having a deadweight register of 5075 tons and a speed of 10½ knots. The 150th vessel probably will be launched within the month. Unlike the Hog Island yard, the Submarine Boat plant will not be abandoned. But the future plans of the yard have not as yet been announced.

Two of the four 20,000-ton diesel ore carriers which the Bethlehem Steel Corp. is to build for its own use, will be constructed at the corporation's shipyard in San Francisco. These ships are being constructed for the account of the Ore Steamship Co., a subsidiary, and will cost in the neighborhood of $5,000,000 each. The other two carriers will be constructed at the Sparrows Point, Md., yard of the Bethlehem Shipbuilding Corp.

West Coast Yards Are Active

BY R. C. HILL

PROBABLY the most active port on the north Pacific at the present time is Vancouver, B. C. This is declared largely due to the difference in exchange, which has diverted much freight across the line for shipment to the Orient. This condition has been brought to the attention of the shipping board, but as yet no action has been taken to protect those on the American side.

Freight rates are the same from Vancouver except that, on cargo loaded on the British side, freight is paid in Canadian money. The present difference is about 15 per cent. For instance, on lumber the rate to the Orient is $15 per thousand feet. That amount in Canadian currency is worth only from $12.60 to $13 in United States money, so that the Canadian ports have a decided advantage. The same condition applies to cargo shipped over Canadian railroads. Consequently, British Columbia ports are profiting at the expense of those in the United States. In recent months, shipping board vessels have loaded a large quantity of cargo at Vancouver and other British Columbia ports.

The Pacific Marine Iron Works has filed suit at Portland, Oreg., for $590,000 against the Emergency Fleet corporation on the grounds of breach of contract. The Portland company claims loss for the sum in question, because of cancellation of ship contracts on April 15, 1920. Interest on the amount claimed is asked from the date mentioned.

To engage in fur hunting expeditions into Arctic waters the little steamer LADY KINDERSLEY is approaching completion at Vancouver, B. C. Engines are now enroute from England. The vessel has been especially constructed to withstand the ice floes of the far north. Accommodations for 12 passengers are provided.

Exports of railroad ties from Portland to Great Britain in the last three months total 40,000,000 feet. These are estimated to be sufficient to build 600 miles of road. In addition, lower Columbia river ports have shipped 10,000,000 feet in the same period.

Scarcity of steel for construction at the Puget sound navy yard has been relieved and it is expected that a steady force now will be employed. At present the civilian working force at the yard numbers 4500 men.

Government officials have recommended a new cable steamer to replace the obsolete BURNSIDE, which for 18 years has acted as repair ship for the Alaska cable. The BURNSIDE was captured from the Spanish in 1898 and is said to have outlived her usefulness. Plans are in preparation, also, for a new high-speed duplex cable from Seattle to Alaska to replace the present line, originally intended only for temporary service. It was laid 18 years ago and service frequently is interrupted. It is planned to connect Seattle with Dutch Harbor in the Aleutian islands, regarded as a key position for naval maneuvers.

The annual report of shipping from Grays Harbor and Willapa Harbor for 1920 shows a total of 483,585,000 feet of lumber moved by water. Of this Grays furnished 362,570,000 feet and Willapa 121,015,000 feet. Grays Harbor dispatched 353 coastwise vessels and 32 to foreign ports. In addition, 6946 carloads of lumber were shipped from Grays Harbor by rail.

To establish closer business relations with Great Britain, business men of Vancouver, B. C., are planning a trade excursion by water to the United Kingdom next summer.

Deny Petition for Receiver

Application of the federal government for a receivership for the Sloan Shipyards Corp., which operated two wood yards on Puget sound, has been denied by the courts. In making this decision, the court held the Emergency Fleet corporation already is in possession of the plants involved and is in position to conserve the assets and protect its interests.

After braving the dangers of the north Pacific for more than 30 years, the famous little wooden steamer DORA is reported to have broken up in the comparatively sheltered waters on the inside of Vancouver island. The DORA went ashore in December and because of unfavorable weather it was impossible to conduct salvage operations. No tenders for the wreck and cargo were received. The vessel had freight aboard valued at $60,000.

Todd Dry Docks, Inc., Seattle, have completed a contract amounting to approximately $125,000 on the express liner PRESIDENT of the Admiral line fleet. The PRESIDENT was docked and her passenger accommodations rebuilt. The engines also were overhauled.

After leaving for southwestern Alaska to search for the lost mail boat JOSEPH PULITZER, the coast guard cutter SNOHOMISH was notified the PULITZER was safely moored in an isolated harbor of the Aleutian group. The PULITZER had been missing a month. She was forced by bad weather and damage to seek shelter and it was feared she had been lost. The SNOHOMISH continued on her cruise, however, to search for the missing power schooner OLGA, which has been out of Nome more than two months and for which grave fears are entertained.

About March 1, the 5-mast wood schooner UNDAUNTED will be launched from the Grant-Smith-Porter yard at Portland. This hull was intended for a Ferris type steamer and was taken over for conversion, while in the frames. Her lumber capacity will be about 2,000,000 feet.

James Griffiths & Sons, Seattle, have chartered on time their two new steel steamers GRIFFDU and GRIFFCO built by the Duthie yards, Seattle. The GRIFFCO is taken for service between San Francisco and the Hawaiian islands, and the GRIFFDU chartered by the Pan-American line for operation between San Francisco and Central American ports. The GRIFFCO recently completed a successful voyage from Puget sound and Columbia river to Balboa and Callao towing a barge, both vessels having cargoes of lumber.

On Jan. 18, the tanker SWIFTARROW was launched at Portland from the yard at the Northwest Bridge & Iron Co. The SWIFTARROW is the second boat launched of a contract for seven tankers of similar type held by the Northwest company. The first to take the water, the SWIFTSURE, has proceeded to Tampico to load a cargo of oil.

High rail rates and ample intercoastal water service are bringing cargo

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from the interior to north Pacific ports for shipment by steamer. As an indication of this diversion the steamer JULIA LUCKENBACH recently left Seattle for New York with 500 tons of Montana copper and 1000 tons of Idaho pig lead.

The Pacific Motorship Co. announces regular service between Puget sound and Columbia river ports with the west coast of South America as far south as Talara and Valparaiso. Eight wooden motorships, built on Puget sound, will be used in this line. R. S. James, formerly connected with the Admiral line has been named as Puget sound agent.

The 12,000-ton tanker LIVINGSTON ROE was launched Jan. 15 at the Vancouver, Wash., yards of the G. M. Standifer Construction Co. This vessel is the third boat of a contract for five for the Standard Oil Co.

Unofficial advices from Japan state the Nippon Yusen Kaisha has written down 103 steamers aggregating 500,000 tons to a valuation of 81 yen or approximately $40 per gross ton. The company's ability to do this is said to be due to the profitable revenues received during the war.

"The increasing cost of fuel oil is placing a serious handicap on shipping companies," said A. F. Haines, vice president of the Pacific Steamship Co. Statistics compiled by this company show that in 1921 the increased cost of fuel oil for the company's coastwise fleet alone will amount to about $523,565, based on present market prices. Due to competition of the railroads, the company's experts believe further increases of water rates are out of the question.

The former German sailing ships HANS and THIELBEK, interned at Santa Rosalia, Mexico, since 1914, have been purchased by the Robert Dollar Co., and will be used in general trade on the Pacific. They are to be brought north in the near future to be reconditioned. About a dozen other vessels of like type are in Mexican waters awaiting disposition.

To compete with the shipping board's new passenger liners, which shortly are to ply out of Seattle to the Orient, the Nippon Yusen Kaisha has announced that in April the 14,500-ton passenger vessel CAP FINISTERRE will be placed on the run out of Seattle. The CAP FINISTERRE is a palatial German vessel awarded to the Japanese. She has a speed of 20 knots and will be the largest and fastest vessel in the oriental route. The same line has assigned additional freighters to the Seattle route and will have 36 sailings from Puget sound in 1921 as compared with 26 last year.

Gulf Builders Are Optimistic

BY H. H. DUNN

IN DIRECT contrast to the general opinion expressed to the writer by operators of shipyards on the gulf coast in January, 1920, this year finds the shipbuilding industry in all of the five states bordering on the Gulf of Mexico in better condition than then and with prospects of improvement. This is true especially for those shipbuilders, who have been able to convert a part of their yards into repair plants. About New Orleans and on Mobile bay, where the larger part of the shipbuilding during the war period was done, none of the yards has gone out of business permanently; at least two have been converted into large repair and drydocking establishments, and all have business to carry them well on through 1921.

In some of the smaller ports and at towns on inland waterways the shipbuilders have not fared so well; but many had the foresight to reduce their working forces and to turn to the building and repair of coasting steamers, fishing boats, schooners, auxiliaries and similar small craft. Construction of barges, with the revival of traffic on rivers and bayous inspired by the government's Mississippi-Warrior river service, also has furnished work for many of the yards.

One of the most successful companies in operation along these lines on the gulf coast is the Doullut & Williams Shipbuilding Co. Inc., New Orleans, which is operating a large yard on the new Industrial canal, near the Lake Pontchartrain end of that artificial waterway. Capt. W. Horace Williams, secretary-treasurer of this company, shortly after the middle of January discussed shipbuilding conditions optimistically with me for the MARINE REVIEW.

"While anything I may say regarding the situation pertains mostly to our own operations and to the inner harbor and navigation canal here," he said, "I believe present conditions in the shipbuilding industry are good, and the future bright for the yards. Our company is, at the present time, completing a contract for eight, 9,600-ton, deadweight, steel cargo carrying vessels, built after the Isherwood system of longitudinal framing. These vessels are being constructed for the account of the Emergency Fleet corporation.

Big Plant Busy

"Our plant, and other plants in this part of the country, are most excellently located, as being this far south, we can operate every day in the year, not being bothered by the heat, since winds from the lake temper whatever heat may exist. Neither are we stopped by cold weather, as the climate in this section is so mild that it never is too cold to work. There is virtually no rise and fall of the tide, and we are, therefore, able to count on a fixed water level at all times. The property which we occupy comprises approximately 60 acres of made ground, the elevation of which is a little above the level of the highest storm tide known. The land itself is sandy and of such nature as to prevent its ever becoming muddy, even under the hardest rainfall we have."

And here Mr. Williams reverted to a matter of the utmost importance to southern shipbuilders—the taking up of other work than the building of large ships. He said:

"In addition to the ships which we are building, we also have under construction four 600-ton steel, oil-carrying barges, and six 1000-ton steel oil-carrying barges. It is the intention of the management of the company to obtain as much of this class of business as possible, since we are admirably located for work of this nature, being very close to the oil fields of Louisiana, Texas, Arkansas, and, by sea, Mexico."

In addition to the "good business" expressed by Captain Williams in his talk, another indication of the belief that gulf coast shipbuilding is in for a long period of prosperity is shown in the expansion of the Jahncke drydock and ship repair plant, on the Mississippi river at New Orleans, which, though damaged some $300,000 by fire in December, is now practically rebuilt on a larger scale than ever, with an added drydock of large capacity. The Johnson Iron Works, Dry Dock & Shipbuilding Co. recently expanded into a larger corporation for the construction of steel steamers, tugs, barges and other craft. The Foundation Co. is at work on LeParmentier type steel ships for the French government, at its yard near the river end of the Industrial canal, and, it is reliably reported, will continue in operation at New Orleans permanently.

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Board Investigation Stands Still

House Committee Makes Slight Progress in Seeking Mistakes of Shipping Board — Clears Schwab of Charges

MUCH of the attention of the Walsh congressional committee investigating the shortcomings of the Emergency Fleet corporation was drawn last month to the charge that Charles M. Schwab, of the Bethlehem Steel Corp., when head of the government's shipbuilding corporation, had obtained undue consideration from the government in behalf of the Bethlehem company. Col. Eugene H. Abadie, former comptroller of the shipping board, was on the stand and he declared that when he had attempted to audit the books of the Bethlehem company, "powerful influences" were brought to bear upon John Barton Payne, chairman of the board, to stop the audit. He declared, nevertheless, that he had unearthed a voucher for $260,000 which had been made out in the main plant of the Bethlehem Shipbuilding Corp. to Charles M. Schwab, president, for "personal expenses incurred during October, 1918," for which there was no supporting data.

The charge brought a quick and decisive response from Mr. Schwab and other officials of the Bethlehem company, who appeared on the witness stand and offered proof that the Schwab voucher covered no irregularity. Mr. Schwab himself was quite vigorous in his denial of the charge and at one point tears streamed down his face when he protested at such treatment in view of the whole-hearted way in which he had served his government during the extremity of war. Eugene G. Grace, president of the Bethlehem Steel Corp., also appeared on the stand and offered exhibits to show that the voucher for $269,543.53 alleged to cover personal expenses of Mr. Schwab during October, 1918, when he was director general of the Fleet corporation, represented money properly spent. Mr. Grace said that this sum had been paid in the regular method pursued in reimbursing Mr. Schwab for expenditures made by him and his office organization in connection with the company's business. In distributing this item among the various departments of the business, $100,000 of it was charged to the Bethlehem Shipbuilding Corp., which is a Bethlehem subsidiary in charge of shipbuilding.

Mr. Gillen was called and declared the Schwab voucher was perfectly proper. Charles Piez, of Chicago, formerly director general of the Fleet corporation, also testified as to the regularity of Mr. Schwab's expenses and denied that there had been generally evidence of graft in ship construction work. Later the committee met and Chairman Walsh announced the committee's judgment that the charge of irregularity was not justified.

In testifying regarding the audit of voyage accounts of shipping board vessels, Colonel Abadie said:

"To Sept. 1, 1920, 15,000 accountings had been received and of that number only two-thirds were in any way complete in their efforts to make up reports of nearly 7000 voyages. Of this vast amount of accountings, only a total of 172, representing 43 voyages, had passed the final audit section and were complete with the necessary records. Even then they could not be called complete, because the schedules of commissions and fees in foreign ports had not been approved by the board.

Belated Accounting Efforts

"The fact was that the shipping board had completed but 43 voyage accounts out of 7000 voyages, and was not collecting the money due by the operators. I called attention of Judge Payne to this situation, and he estimated that it would cost $500,000 to make the necessary audit. Shortly after this we commenced work with 800 accountants."

The result of the "drive" was set forth in a table submitted by Colonel Abadie showing the estimated figures determined by the investigations of the accountants. Some of these items were: Gross revenue, unaudited, estimated at $80,000,000; audit showed actual amount owing was $190,979,000; voyage expenses, unaudited, estimated at $30,000,000, audited showed amount to be $77,629,000; net voyage revenue, unaudited, estimated at $50,000,000; audited, found to be $113,349,000; shipping board funds to be collected, unaudited, estimated at $50,000,000; audited shown to be $128,607,000. According to the witness, a total of 272 voyages in north European waters, ended March 1, 1920, had resulted in net losses of $3,000,000 to the shipping board.

On 1589 estimated voyage reports on 1310 vessels engaged in foreign and domestic trade, dating from March 1, 1920, until Sept. 23, 1920, according to Colonel Abadie, the shipping board sustained a loss of $18,925,123.85. The total gross revenue amounted to $86,374,358.98, while the total voyage expenses incurred by the operators totaled $55,381,288.52. Fixed charges for depreciation, insurance, maintenance and return on investment amounted to $49,918,194.31, thus causing a net loss of nearly $19,000,000. The annual report of the shipping board for the year ended June 30, 1920, showed a profit of $251,000,000, although the balance sheet dated from the beginning of commercial operations.

Colonel Abadie, in substance, accused the shipping board of:

1. Overpaying the Nafra Steamship Co. the sum of $873,849.57.

2. Assuming responsibility for shipbuilding contracts entered into by the Green Star Steamship Corp. for five ships with the G. M. Standifer Construction Co., Portland, Oreg., when the steamship company defaulted in its payments on the contract.

3. Directing the return of millions of dollars paid by the Green Star line to the shipbuilder as progress installments on the vessels to the company, repayment of $1,350,000, borrowed by the steamship company from a New York trust company with government funds, and making other concessions which favored the private companies to the extent of millions.

4. Making constant changes in ship purchase contracts, modifying the terms of payment. Although the steamship company failed to make other than initial payments, the ships were permitted to remain with the buyer.

Following the charges, Martin J. Gillen issued a statement in which he said:

"Colonel Abadie spent several hours in going into details of the contracts of the Naira company, the Green Star line, and the Imperial Shipping Co. and showed that these companies had been favored by the shipping board and had not paid for their ships according to the contract terms and gave evidence that they had not done so. This may be true, but the record of the shipping board shows that of the 44 pioneer companies that purchased shipping board vessels none of them has paid in full for their ships because they have not the money to do so, and a vast majority of them have paid

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but 25 per cent or less of the purchase price.

"Colonel Abadie's statements regarding alleged favoritism to the G. M. Standifer Construction Co. are futile because these claims are still in dispute before the board and have not been settled."

Byron C. Baker, district controller of the shipping board at Boston, severely criticized the board's "bureau of survey," claiming that one employe of this bureau, in the Boston district was receiving large fees for doing little or none of the work which he was paid for. The witness declared that this man's duty was to inspect ships and report upon them for which he received fees varying from $50 to $250. This witness also charged that the shipping board sacrified $244,000 worth of uniforms and clothing for $80,000 in 1920, when the cost of the goods was higher than in 1917.

James L. Lafferty, an Emergency Fleet corporation field auditor, declared that competition between New York shipyards "is more or less a joke." Capt. Oscar W. Parker, marine superintendent for the shipping board in the New York district, claimed that the wharfage rates charged the government were "very exorbitant" and had "no uniformity." Captain Parker said that the shipping board today is paying $180 a day for wharfage on a "dead ship"—or $140 in excess of the city rates, which are fixed by law at two cents a ton on the first 200 net registered tons and one-half a cent per day on tonnage in excess of this.

Testimony was given by both Mr. Schwab and Mr. Piez outlining what they thought was the matter with present shipping policies.

Mr. Piez said that the shipping board is spending 80 per cent of its time settling war claims, "like a coroner's jury sitting in a dead past."

"Create a tribunal that will dispose of these claims expeditiously," he said; "turn over to the Emergency Fleet corporation completely the operation of the government-owned ships; give the shipping board an opportunity to perform the functions outlined for it in the merchant marine act—the development of a merchant marine."

Mr. Schwab summarized his views as follows:

"First of all—and let me impress it as strongly as I can upon you and everybody—this whole shipbuilding program was an emergency program. And I have always been of the opinion that this emergency fleet ought to be so regarded, and that of this cost of $3,000,000,000 at least $2,000,000,000 or $2,500,000,000, or whatever the figures would show, ought to be charged off as a war cost, because that is what it originally was.

"And we are making a great mistake in imagining that those three billions spent in ships are going to constitute a merchant marine, because they are not the type of ships with which to do it. I think that those ships should be realized upon at any price we can get within reason, to private operators, so far as they can make them of some value; that private enterprise in shipping ought to be stimulated, if we want a real merchant marine, toward the building of ships; that there ought to be the investment of private capital in ships that will be profitable, and thus build to go with this part of the fleet, a real American merchant marine—which I do not think we have now, nor can we ever make one unless we will do that.

"With reference to wooden ships, I see no value in them except as emergency ships, or except as special service ships from coast to coast ports, or perhaps to the West Indies, or for short service. I see no economic commercial value in those ships."

What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

BRITISH shipbuilding is going through a crisis. Canceled or deferred contracts have already upset builders' calculations for 1921. Had some of the orders placed been completed at the ever increasing cost of production, it is estimated these vessels would have had to run approximately 20 years before the owners would have been reimbursed for the outlay. Shipbuilders have had to forego contracts for which, if completed, there were grave doubts as to whether payment could be made.

When work in hand is finished, shipyards are likely to be idle unless the cost of production drops. Ship joiners to the total of about 20,000 are on strike against a reduction of wages. Employers ask for more production with high wages or wage reduction.

* * *

AN INDICATION that labor recognizes the gravity of the position is provided by the decision of the Furness Miners' union to accept a reduction of wages from 22 shillings 8 pence ($4.27) to 19 shillings 7 pence ($3.67) per day. In contrast to the miners, the Amalgamated Society of Woodworkers has, by a majority of 19,400, decided upon a levy to support the shipyard joiners in the strike now in progress.

Dockyard men are displaying opposition to the government plan for working short time and are urging the withdrawal of trade union representatives from the Whitley Industrial council, owing to the government's failure to consult those councils prior to deciding to work short time at dockyards.

* * *

ACUTE unemployment prevails on the northeast coast due to shipbuilding slackness. In the Tees-side area, 5026 men and 597 women are registered; on Tyneside 13,271 men and 2287 women are on the unemployed register; and on Wearside 4023 men and 447 women. It is true that the outlook on Tees-side is not so serious as at other ports, as much repair work remains to be done. Tees tugboatmen and tugowners still are negotiating in the hope of settling the tugboatmen's claim. On the Tyne the tugboatmen have returned to work, having satisfactorily adjusted the points in dispute.

A summary of the position provided by experienced shippers indicates values of shipping are likely still further to depreciate. The slump is attributed to many sources, among them increase in excess profits duty; restriction of coal exports; fall in freights; increased cost of running steamers; placing of several hundreds of ex-enemy steamers on the market for sale; large number of American steamers now operating.

The slump has come more suddenly than was anticipated. Contracts were canceled because owners preferred to cut their losses rather than be saddled with high-priced steamers, which

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could not hope to compete in the future with vessels whose values have been written down to moderate figures.

* * *

COMPARISON of the severe fall in freights is provided by contrasting the freights in shillings during the past four years from the Tyne and supplied by a Newcastle firm:

	1920	1919	1918	1917
Genoa	50.9	65.9	64.6	64.6
Marseilles	38.3	69.0	63.6	....
Barcelona	34.0	64.9	440.0	202.0
Valencia	26.9	56.8	....	175.0
Gibraltar	24.3	42.1	100.0	81.10
Algiers	51.5	65.0	53.6	....
Lisbon	38.0	49.5	60.0	82.6

Coasting freights were as follows:

	1920	1919	1918	1917
London	9.7	12.10	17.3	18.9
Rotterdam	22.6	29.8	....	....
Antwerp	31.4	47.11	....	....

Homeward freights are given below:

	1920	1919	1918	1917
Calcutta (To United Kingdom or Con.)	105.10	179.2	280.0	325.0
Danube	60.2	....	....	....
Bilboa To Tyne)	25.2	24.6	....	....
(To Middlebrough)	28.0	26.7	....	....
(To Clyde)	28.9	26.1	....	....

* * *

COMPLETE returns of the shipbuilding output from the northeast coast have now been received. Messrs. Swan, Hunter & Wigham Richardson, Ltd., launched from their shipyards at Walker, Wallsend and Sunderland, 17 vessels of a total gross tonnage of 109,932. Four more ships were ready for launching before the end of the year; but were held up. The GIULIO CESARE, built by the firm is of about 22,000 tons gross and is the largest merchant steamer ever constructed on the Tyne with the exception of the Cunard liner MAURETANIA. This firm heads the list for shipbuilding output on the Tyne.

The Northumberland Shipbuilding Co., Ltd., produced 11 cargo steamers of a gross tonnage of 61,694 compared with 46,838 tons in 1919.

Palmers Shipbuilding & Iron Co., Ltd., launched eight vessels of a total gross tonnage of 46,438. At the Hebburn and Jarrow yards, 120 vessels were repaired and reconditioned.

Armstrong, Whitworth & Co.'s output was 41,229 tons compared with 43,250 tons in 1919.

The output of other firms is as follows:

	Tons
John Readhead & Sons	28,455
Hawthorne, Leslie & Co	34,002
Eltringham, Ltd.	13,419
W. Dobson & Co	13,260
Tyne Iron & Shipbuilding Co	12,762
Wood, Skinner & Co	10,914
Output of other firms brings Tyne production to	369,026

On the Wear, William Doxford & Sons, Ltd., were much above the tonnage turned out by other yards, producing 11 vessels with a gross tonnage of 71,270 compared with 12 vessels with a gross tonnage of 71,734 built in 1919.

The output of the other yards is as follows:

	Gross Tons
Short Bros., Ltd.	35,561
Joseph L. Thompson & Sons, Ltd.	32,994
Sir Joseph Laing & Sons, Ltd.	26,858
Sunderland Shipbuilding Co.	26,336
Wear Shipyard	25,214
Bartram & Sons, Ltd.	22,028
Output of other yards brings Wear total to.	333,328

Tees shipyards produced a gross tonnage of 201,249. The Furness Shipbuilding Co., Haverton Hill, heads the list with 72,660 tons. From the remaining yards, the output was:

	Gross Tons
Sir Raylton Dixon & Co., Ltd.	33,170
Ropners Shipbuilding Co.	25,631
Craig, Taylor & Co., Ltd.	25,405
Richardson, Duck & Co.	23,157
Smith's Dock Co., Ltd.	14,509
W. Harkness & Co., Ltd.	6,717
The 42 vessels built had a gross tonnage of	201,249

The Blyth Shipbuilding & Dry Docks Co., Ltd., built seven cargo steamers of 18,193 tons gross.

W. Gray & Co., Ltd., and Irvines Shipbuilding Co., West Hartlepool, turned out nine and seven vessels with gross tonnage of 40,887 and 32,538 respectively, a combined total of 73,425 tons.

The gross tonnage produced on the northeast coast for the year 1913 was 1,172,058 compared with 995,221 tons for 1920 and 781,810 in 1919. From the Tyne 80 ships were turned out during 1920; the Wear, 67; the Tees, 42; West Hartlepool, 16; and Blyth, 7.

* * *

DURING December, the mail and passenger steamer LEDA, built by Messrs. Sir W. G. Armstrong, Whitworth & Co., Ltd., at Walker, to the order of the Bergen Steamship Co., Ltd., sailed from Newcastle on her first regular voyage.

LEDA is the first geared turbine steamer to be employed in the passenger trade between the Tyne and Norway. The passage between these ports is usually made in about 33 hours, but, on her trial voyage, LEDA, with her higher powered turbines, reduced the time to 25 hours. She carries 100 first-class passengers and 50 third-class, and her bookings represented the full complement.

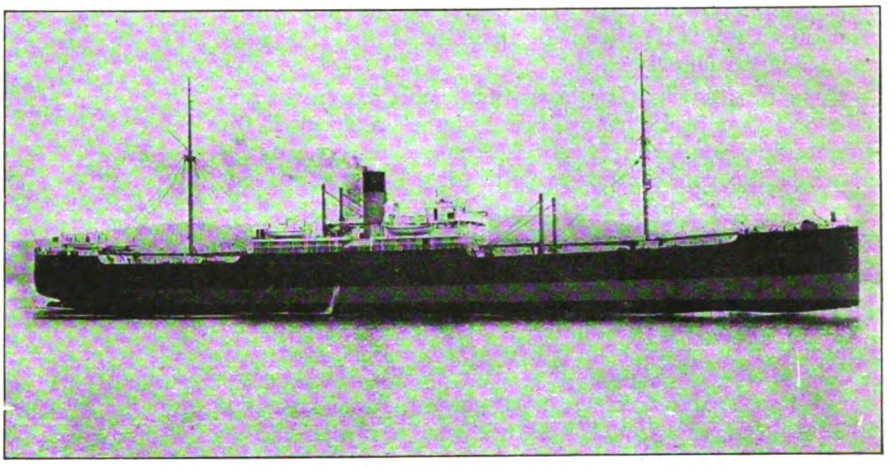
The new boat is the fastest steamer now running between Newcastle and Bergen. Her engines develop 3400 horsepower, and, steaming at 16¾ knots per hour, she consumes 36 tons of coal in 24 hours, which is regarded as very economical.

* * *

STEAMERS of the International Navigation Co., Ltd., which have maintained the American line passenger and cargo service between Liverpool and Philadelphia for many years will be operated under the name and flag of the White Star line.

* * *

BUILT by Sir Raylton Dixon & Co., Ltd., at their Cleveland dockyard, Middlesbrough, to the order of the shipping controller, the steel screw geared turbine steamer HURUNUI underwent a successful trial trip Jan. 18. The vessel is 482 feet long, 62 feet 6 inches beam and 41 feet molded depth. She has a deadweight carrying capacity of 14,500 tons.



DORSETSHIRE, ONE OF THE LARGEST MOTORSHIPS AFLOAT

* * *

THE large, twin-screw motorship DORSETSHIRE completed for the Bibby line of Liverpool, England, is 450 feet long by 57 feet beam and 7500 gross tonnage. She has the double distinction of being the first motorship built at Belfast, Ireland, by Harland & Wolff, Ltd., and the first built to the order of the Bibby line.

The new boat has a straight stem, cruiser stern and two steel masts. She is propelled by two sets of diesel engines of the 4-stroke cycle type, each set having six cylinders. These engines are constructed on the Burmeister & Wain system. The double bottom, which extends fore and aft can be utilized for fresh water, water ballast or oil fuel, and the forward and after peak tanks for water ballast or oil.

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World Charter Market Reviewed by

TRADE IS DULL

Nearly Quarter of Shipping Board Tonnage Now Is in Ordinary — Eight Shipping Companies Fail

SHIPPING conditions are well represented by the tie-ups reported by the shipping board during the past month. With the closing of January, it was estimated by one practical steamship operator approximately 23 per cent of the shipping board tonnage had been withdrawn from operation. As a matter of fact, it was stated officially early in January the board had tied up 208 steel vessels, of 1,262,000 deadweight tons, and 260 wood vessels of 958,000 deadweight tons. At that time it was anticipated another 20 ships of approximately 1,000,000 tons would be tied up within two months. Of the 208 then tied up 150 were the so-called lake type.

But since the shipping board made this statement and until the first of February, orders have been issued for the tie-up of approximately 140 more vessels, of approximately 945,000 deadweight tons. It would, appear, therefore, that the movement to retire the shipping board vessels from trade has been progressing more rapidly than officials of the shipping board expected. Shipping board tonnage now actually in operation would probably not exceed 7,300,000 tons, or about 800 vessels.

The shipping slump is felt first by the government owned and operated vessels, because these are the least economically run. Privately owned American ships still are able to maintain their services, especially those in liner service; but the tramp business is decidedly off. This condition is not nearly so severe here as in other countries, it is maintained. The tie-up of British ships and of Scandinavian ships is reported to be much larger proportionately, and the expenses of those tie-ups are born directly by the steamship companies, inasmuch as those governments have divested themselves of tonnage ownership.

Shipping conditions have reached that stage where something drastic is necessary if considerable losses are to be avoided.

Financial Troubles Impend

Of the 44 companies which contracted to buy government tonnage, it is alleged not one has made complete current payments on its indebtedness to the shipping board. The reports of receivers as to liabilities of the eight American steamship companies, which purchased shipping board vessels and were subsequently forced into the hands of receivers, and the claims filed by creditors with the board's committee on claims indicate the government will pay out a minimum of $2,000,000 for bills incurred by the former operators. The eight steamship companies are: Victor S. Fox Co., Inc.; States Steamship Corp.; Standard Steamship Corp.; American Merchant Mariners, Inc.; Atlantic Adriatic Steamship Corp; French-American Line, Inc.; International Maritime Corp. and the Italian Star Line.

A receiver has been appointed for the Stanley Navigation Co. and the Zephyr Navigation Co., Inc. A receiver has been appointed also for the Tropical Steamship Corp. These companies have maintained headquarters in New York. The Lowrance Navigation Co., Boston, has filed a petition in bankruptcy, a condition brought about by the decline in freight rates.

The Ward line has acquired the ex-transport BLACK ARROW from the government and is operating her in a service between New York and Spanish and Portugese ports, via Havana. This vessel has accommodations for 60 steerage passengers. The Ward line also will be given two of the 522-foot transports built by the shipping board to add to this same service. These will be known as the CENTENNIAL STATE and the BLUE HEN STATE. They are being fitted to carry some 690 steerage passengers each.

The first of the new liners which are to operate from Pacific ports to the Orient are now being delivered. These go to the Admiral line and the Pacific Mail line. With the delivery of these vessels, the Pacific Mail will be in a position to berth some of its own passenger ships in a service from Baltimore to San Francisco, through the Panama canal.

Owners Exercise Caution

Developments under strictly private ownership have been small during the month past. Some American companies, however, have attempted new freight services. Theodore Photiades is establishing a freight line between Philadelphia and Greek ports. The Pacific Mail is establishing a freight service from Jacksonville to the Pacific coast and the Far East. The Foreign Transport & Mercantile Marine Corp., New York, is opening a service to Havana. On the other hand, the Ward line is discontinuing its freight services from north Atlantic and Gulf ports to Brazil and River Plate ports, on account of the conditions in the freight market. The Pacific Steamship Co. is establishing a direct cargo service between ports of northern Europe and the west coast of the United States and Canada. The steamers ENDICOTT, EIKTON and the WAWALONA will be used. The United States Transport Co. is inaugurating a general cargo, semimonthly service between New York and Philadelphia and

Marine Show Success

EXCELLENT displays and forcible demonstration of public interest in marine affairs was given at the second annual marine show held in New York, Jan. 24-29. The show was held under the auspices of the National Marine league, in the Grand Central Palace, New York, and proved a successful repetition of the first marine exposition held in New York, April 12-17 of last year. Shipbuilders as well as manufacturers of and dealers in ship and yard equipment, generously supported the exposition, many of the displays including operating appliances. The attendance was heavy during the entire week. The league's banquet was held during the show.

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Experts in This Country and Abroad

Los Angeles, San Francisco and Seattle. General freight agent for this service at New York is the Congress Coal & Transportation Co., Inc. and the Philadelphia agents are Megee, Steers & Co.

The PRINCESS MATOIKA, ex-German ship, once a transport, having been fully reconverted, has been delivered to the United States Mail line and placed in service between New York and Mediterranean ports. The vessel is chartered from the government on the bare boat basis. Under similar terms, this line receives the liners ANTIGONE and POCAHONTAS. The liner NEW ROCHELLE, which heretofore has been operated by the Baltic Steamship Co. has been withdrawn and assigned to the United States Mail line, which will operate her in the New York-Bremen-Danzig service. This line now is refitting the MERCURY

Among foreign steamship lines activities appear to have been limited also. The Cunard has sent the CARONIA on her first cruise of the Caribbean. The ALBANIA, first of the Cunard's new medium-sized liners measuring but 540 feet in length, now is sailing in the run between New York and England. The VEDIC, built during the war and used as a transport but now converted into a third-class passenger ship, has been placed in the transatlantic service by the White Star line.

German Interests Active

The Hamburg-American line will have a third-class passenger vessel to place in the transatlantic run next June. She will be operated under an agency agreement with the United American lines. The Hamburg-American line now has the new steamer AMAS SENA for its services to Cuba and Mexico. Beginning shortly the Kosmos line, Hamburg, and the Roland line, Bremen, will inaugurate a monthly service to Chile and Peru via the Panama canal. The service of the Deutsche-Levante line from Hamburg to North African ports, Malta, Palestine, Egypt and Greece has been reestablished. The Greek line will add the ex-German passenger vessel, PRINZ FREDRICH WILHELM, to its services between New York and Piraeus. The Baltic American line, operating ex-Russian vessels under the Danish flag, is inaugurating a regular freight and passenger service from New York to Hamburg, Danzig and Libau. The East Asiatic Co., Copenhagen, is opening a freight and passenger service between Baltic ports and the United States. The U. S. Baltic line of Trondhjem, Norway, is inaugurating a regular freight service between New York and Baltic ports. The Swedish-American line is having built a large diesel-engined passenger vessel for its transatlantic service.

The America & India line is inaugurating with the steamer CITY OF MARSEILLES a service between New York and Bombay via the Suez canal, offering accommodations for both passengers and freight. The French line has decided to operate a line linking up Antwerp with the principal ports of West Africa. A steamship line between Boston and Montreal via the St. Lawrence river is contemplated by the Canadian Steamship Lines, Inc.

Company plans are necessarily predicated upon market conditions and for the past month business has been stagnant. Repeated efforts have been made to break the rates, but without material effect. The simple reason is rates already are too low. An offer of $4 on coal to Dutch ports was rejected, the shipowner holding out for $4.25. Coal business to Italy, however, has been fairly active, the price holding up to a figure in excess of $6. More tonnage has been engaged in the transport of grain from the United States to England and the continent than has been employed by all other full cargo commodities. Grain prices have been fluctuating up and down without much stability. The cotton rate from Gulf ports to the Orient is declared due for a cut. In the grain business, foreign tonnage has been chiefly used inasmuch as it has been upon purchases made for governmental account.

Freights Are Reduced

General reduction of ocean freights has featured the charter market of the north Pacific during the last month. The shipping board, urged by operators and shippers, has cut its rates to meet foreign competition. Other lines also have readjusted their tariffs to conform to present conditions. While chartering has been inactive, some business lately has been done in tonnage to carry grain and flour from north Pacific ports to Great Britain and Northern Europe. Six or eight shipping board vessels, which were idle, have been returned to service. This followed the shipping board's announcement of a cut in grain rates from $18 to $15 per ton. At the former rate, foreign vessels were getting the business while American vessels were lying in the boneyard. Operators of shipping board tonnage brought this situation to the attention of board officials and, after considerable parleying, the cut was approved.

At least half of the northwest's surplus of grain

RATES ARE CUT

Shipping Board and Three West Coast Lines Reduce Tariffs in Effort to Stimulate Movement of Freight

Ship Aid Needed

SUCCESS for American shipping, as outlined by W. Averell Harriman in a recent address, requires the choice by congress of one of three remedies. These are direct government subsidy, indirect subsidy or the lifting of restrictions imposed by antiquated laws. The new merchant marine is dying, Mr. Harriman said, and nothing has been done despite pledges by the present administration and by the Republican party. He said the $20,000,000 which the country now pays annually to have the shipping board operate its vessels, would solve the problem if furnished as a subsidy to private shipowners. Labor should help in securing better laws as these hinder employment.

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yet is to move overseas. Farmers are beginning to sell their crops and, during the next 60 days, it is expected grain chartering will be fairly brisk. However, foreign ships are making a bid for this business, the latest fixture being a British bark reported taken at 76 shillings, which at present exchange figures out about $14.50.

Tariffs To Europe Are Cut

The four lines operating between the Pacific coast, Great Britain and northern Europe, including the shipping board service, have joined in material reductions in their rates in the expectation cargo movements will be stimulated. These lines have cut lumber from $45 per thousand feet to 225 shillings or about $40. Tallow, canned milk and fish oils are reduced from $2 and $1.75 per hundredweight, to $1.25, while box shooks have been cut from $1.65 to $1.50 per hundredweight. Canned salmon in unstrapped cases is reduced from $1.80 to $1.40 per hundredweight and strapped cases from $1.62 to $1.25. These cuts were justified by conditions, as lumber and canned salmon, which ordinarily are carried in large volume, were moving in very limited amounts.

The shipping board's service from north Pacific to Argentine and Brazil has reduced the lumber rate from $35 to $30 per thousand. On the intercoastal route the lumber rate has been reduced from $25 to $20, while the rate for railroad ties is now $18.

These adjustments of ocean freights are expected to enable exporters of the Pacific northwest to compete in the various foreign markets affected; but the new tariffs have not been in effect sufficient time to prove the soundness of this theory. Lumbermen are in doubt whether the $20 rate to Philadelphia and New York will enable them to compete with southern pine. However, the $18 rate on ties is regarded as fair and it is understood eastern railroads are preparing to place additional orders for sleepers in this section. While new intercoastal lines are invading the route, it is not believed lumber and ties will be reduced below present rates. Operators claim to be working on a close margin.

Dullness Rules Business

Business continues dull on the Oriental routes. There is more than ample tonnage to handle the movement of cargo in both directions. Foreign lines, however, are preparing for American competition by placing new and larger steamers on the transpacific routes and making ready for an improvement in business expected in the early summer. So far as is known, all lines are adhering to conference rates; but in the last 90 days no tramp tonnage has come from the Orient as the inducements have been slight. The lumber rate remains at $15 with very little of this export moving. Steel is still on a basis of $11.25 and is being booked in larger volume. Some cotton is also being handled through Pacific gateways, but the movement of this freight has been limited this season owing to the better rates obtained through Gulf ports.

With the foreign lumber market extremely quiet and a majority of northwest mills closed, sailing ship charters have been slow and little business is reported. The coastwise lumber movement also is slack and a considerable fleet of coasters is idle.

Whether ocean freights will decline further is a debatable question. However, the general opinion is the era of high rates has passed and in the near future freights will be on a normal and stable basis. The recent reductions are expected to stimulate the movement of ocean cargoes; but some exporters do not anticipate much improvement before exchange reaches a more normal level.

Boston Hit By Rate War

The rate war has particularly affected Boston because many lines operate between that city and ports within the open freight rate district. The rate on grain between Boston and Rotterdam and Hamburg has dropped from 25 cents to 15 cents and, because of this extremely low rate, transshipments have been made into Scandinavian ports in competition with direct routings, to the end that rates to Scandinavia have been correspondingly reduced. The export tonnage of grain increased considerably during the past month over that of a month ago.

Rogers & Webb, Boston, have maintained a successful service between Portland, Me., and Holland points, the POUGHKEEPSIE, 8800 tons, having recently sailed with full cargo for Rotterdam. This shipping firm, together with Moore & McCormack of New York, has instituted a new service between Boston and Dublin and Belfast. First sailing was Feb. 10 with a vessel of about 7000 tons.

The North American Steamship Co., composed of shipping men from New York and New England, has been organized to institute a direct freight service between Boston and Irish ports, with the first sailing for Feb. 15, and monthly sailings thereafter until traffic demands a more frequent service.

Imports Show Increase

Boston's export trade in January just about held its own with that of December, but the imports have shown a steady increase ever since the first of the year. These latter, considered from the standpoint of value, are decidedly encouraging. Some of the principal items have been mahogany from Africa; hides, wool and extracts from South America; cotton from Egypt, and other Mediterranean points; scrap metals, tea, chalk and manufactured articles from England; and dies and machinery from Antwerp.

Lines operating between Boston and Pacific coast points have maintained regular sailings with full cargoes both ways. Coastwise shipment of coal between Norfolk and Boston has held to a good aggregate tonnage, although rates have dropped off so shipping interests claim losses are being sustained.

Owing to the refusal of the French line to enter into a conference agreement and the severe competition encountered consequently in the French Atlantic business, shipments can be shipped to England cheaper, via the continent, than if routed direct. The extra low French rates are made possible, it is said, because the French government has agreed to back the French line in its fight on shipping board vessels.

The Red Star line is placing the third-class liner GOTHLAND in the run between New York and Danzig. The American line has relinquished its passenger and freight service out of Philadelphia to Europe and it is being taken over by the White Star line. The HAVERFORD and PITTSBURGH will be used in this run. The Pacific Steam Navigation Co. has inaugurated a regular passenger service from New York to Colombia, Panama and Ecuador.

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Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated
Corrected to Feb. 10, 1920

New York to	Via Established Lines: Grain	Provisions	Cotton (.H D.)	Flour	General Cargo cu. ft.	General Cargo 100 lbs.	††Finished Steel	Coal from Virginia cities
Liverpool	$ 0.27	$ 0.75	$ 0.55	$ 0.32½	$ 0.40	$ 0.75	$ 8.00T	.....
London	0.27	0.75	0.55	0.32½	0.40	0.75	8.00T	.....
Christiania	0.30	0.50	0.57	0.35	0.60	1.25	12.00T	$6.50T
Copenhagen	0.25	0.50	0.57	0.32½	0.55	1.00	11.00T	6.50T
Hamburg	0.15	0.30	0.50	0.25	0.40	0.80	6.00T	4.50T
Bremen	0.15	0.30	0.50	0.25	0.40	0.80	6.00T	4.50T
Rotterdam	0.17½	0.30	0.75	0.25	0.50	1.00	6.00T	3.75T
Antwerp	0.15	0.35	0.60	0.25	0.40	0.80	4.50T	3.75T
Havre	0.20	0.30	0.50	0.25	—5.00T—		4.00T	4.25T
Bordeaux	0.20	0.30	0.50	0.25	—5.00T—		4.00T	4.25T
Barcelona	0.75	1.25	0.55	0.70	—25.00T—		16.00T	6.25T
Lisbon	0.75	1.25	0.55	0.70	—25.00T—		16.00T	4.50T
Marseilles	0.30	1.00	1.00	15.00T	—22.00T—		12.00T	6.00T
Genoa	0.25	1.10	0.75	0.65	0.65	1.20	12.00T	5.75T
Naples	0.25	1.10	0.75	0.65	0.65	1.20	12.00T	5.75T
Constantinople	....	28.00T	1.00	16.00T	—26.00T—		18.00T	7.50T
Alexandria	0.30	1.10	....	16.00T	—26.00T—		18.00T	8.00T
Algiers	0.30	1.05	....	16.00T	—25.00T—		12.00T	6.00T
Dakar	23.00T	23.00T	....	23.00T	—23.00T—		20.00T	....
Capetown	30.00T	27.00T	27.00T	30.00T	—27.00T—		20.00T	.....
Buenos Aires	....	....	....	....	—20.00T—†		12.00T†	6.00T
Rio de Janeiro	....	....	....	....	—22.50T—†		16.50T†	6.50T
Pernambuco	....	....	....	....	—23.50T—†		17.50T†	5.75T
Havana	0.55*	0.63*	....	0.55*	0.47*	0.94*	0.71*	2.75T
Valparaiso	....	1.25	1.16	1.16	0.70	1.25	18.00T	5.25T
San Francisco	....	1.25	....	0.85	....	....	0.75	.....
Sydney	....	....	....	....	25.00 to	30.00T	15.00T	.....

T—Ton. † Landed. †† Heavy products limited in length. *Extra charge for wharfage.

From North Pacific Ports to	Lumber Per M. ft.
San Francisco	$ 8.50
South California	10.00
Hawaiian Islands	15.00
New Zealand	30.00
Sydney	30.00
Melbourne-Adelaide	32.50
Oriental ports	12.50

From North Pacific Ports to	Flour and Wheat Per Ton
Oriental ports	$ 7.00
United Kingdom	15.00
Scandinavia	15.00

From North Pacific Ports to	Lumber Per M. ft.
Peru-Chile	$25.00 to 28.00
South Africa	42.50
Cuba	22.00 to 23.00
United Kingdom	40.00
United Kingdom (ties)	35.00 to 37.50
New York	20.00
New York (ties)	18.00

From North Pacific Ports to	Steel Per Ton
Oriental ports	$11.25

From North Pacific ports to	Cotton Per Ton
Oriental ports	$20.00 to 25.00

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	32	9
Coal, South Wales to India	20	0
Coal, Newcastle to France	8	6
Iron ore, Bilboa to Middlesborough	10	0
General British market, six months time charters, per ton per month	7	6

Rates Sag Lower in British Market

From Our European Manager

London, Feb. 10.—(By cable)—Rates continue to drop, some declines during the past week aggregating 8 shillings a ton. Quotations in the Java and Near East routes are the weakest with the single exception of the coal trade. Generally better feeling, however, has developed in the coal trade. Slight revival in Mediterranean fruit trade has developed, chartering being done at 40 shillings per hundred cubic feet, Spain to the United Kingdom. Collapse of the Australian strike has brought improved sentiment to the far eastern trade. Time charters are weaker. Shipyard conditions are dull.

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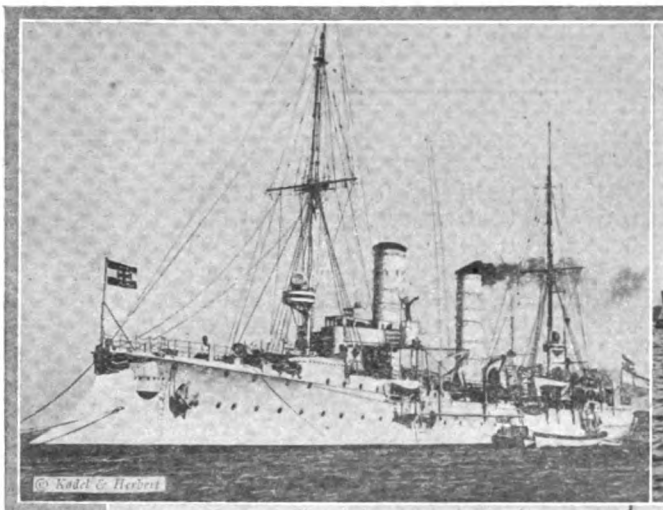
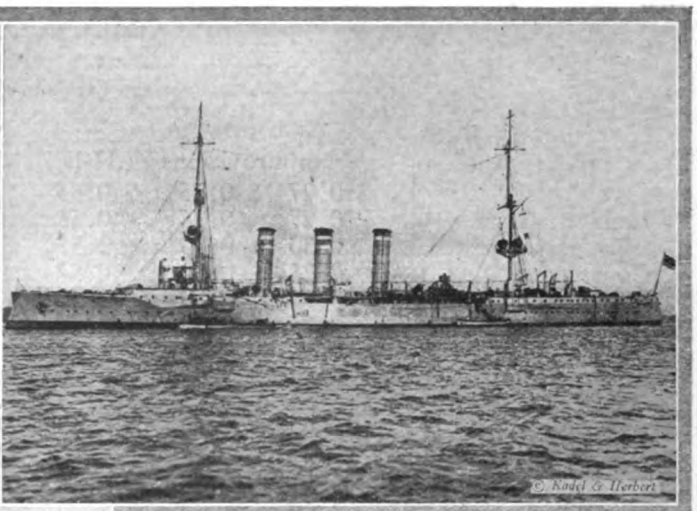
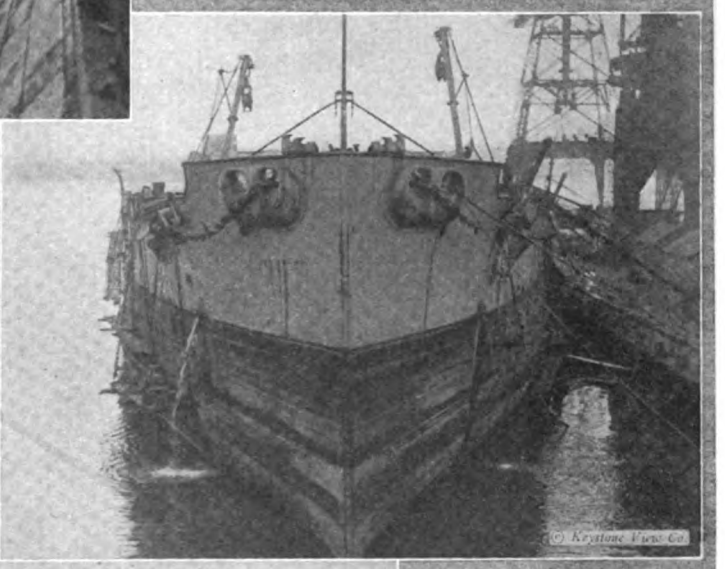
Photographs from Far and Near

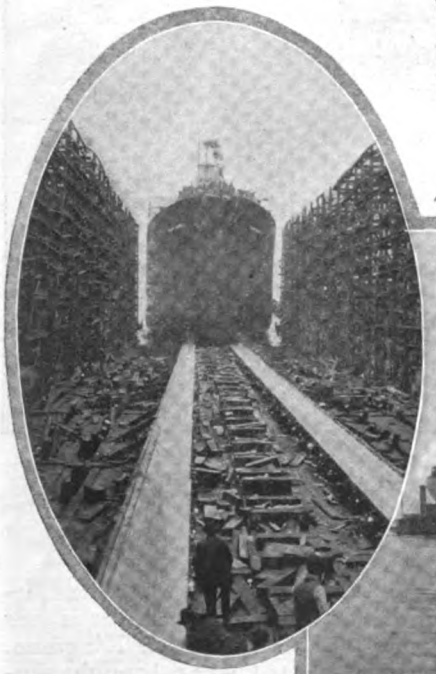




The German navy today is comprised of but two cruisers, Hamburg and Medusa, here shown riding at anchor at the entrance of the North Sea canal. Perhaps the spirit of penitence prompted the Germans to convert the ship at the left into a church to be towed from port to port. The churchboat here is shown at the Hamburg docks.



Mount Carroll, first passenger and cargo steamship to be built in the United States exclusively for third-class passenger service, was launched Jan. 10 at the Merchant Shipbuilding Corp's yards, Chester, Pa.



The old battleship Kearsarge is being converted into a floating crane ship to lift turrets, 200 tons or more, off or on to battleships.

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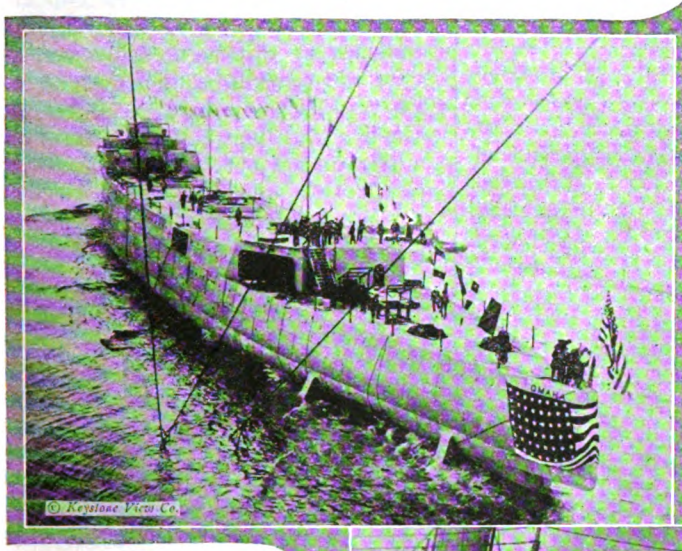
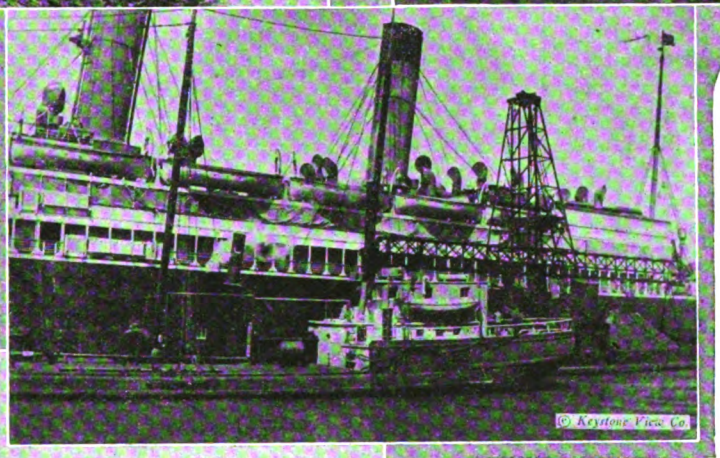
Latest Marine News in Pictures

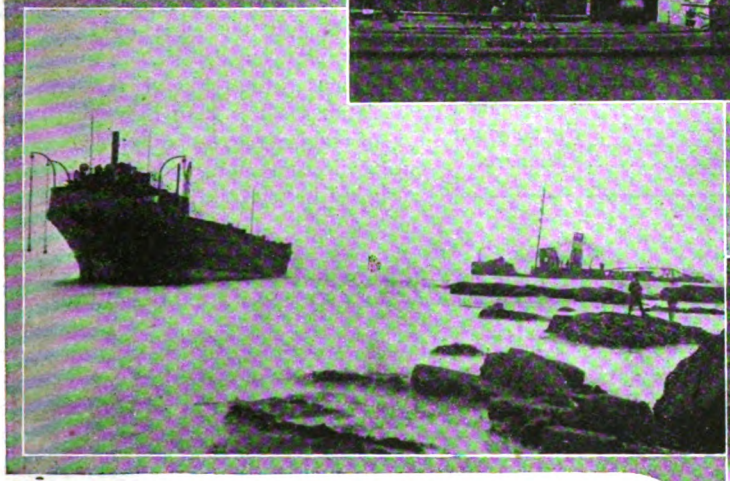
The cruiser Omaha was launched bow foremost recently at the yard of the Todd Dry Docks Co., Tacoma, Wash. It was decided that the installation of heavy stern equipment could be expedited by reversing the position of construction.



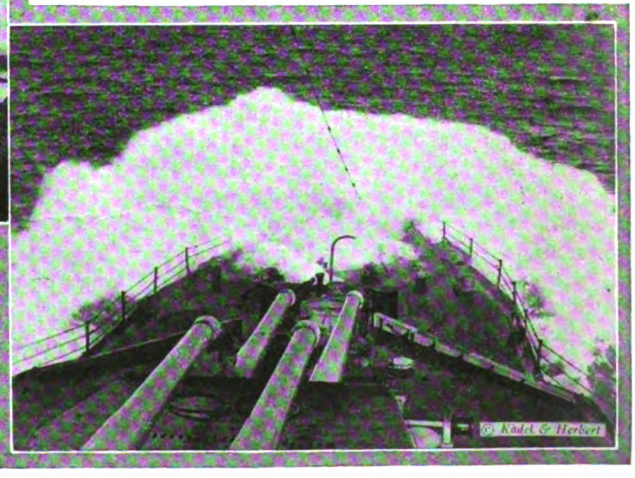
Japanese steamer, equipped to burn either oil or coal, takes on both at same time at San Francisco. The coal barge is in background.



Pride of the modern sailormen—the barkentine. The Ann Comyn is one of the converted war-built wooden ships.



Waves wash the deck of the battleship Arkansas—sans trouble for the gobs.



When the concrete barge, Cretecable, and the concrete tug, Creterock, came ashore off Whitburn, northeast coast of England, last fall the barge settled on a rock and cracked amidship, while the tug rolled off a rock and disappeared in deep water. The photograph was obtained by John Greig, River Rouge, Mich., who was on the coast at the time.

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Lake Carriers Meet at Detroit

Operators of Great Lakes Tonnage Hold Annual Meetings—Recommend Changes in Grain Handling—Welfare Work Grows

MEN directing the operation of the huge Great Lakes freight fleet met in Detroit during January to draw from 1920 experiences guidance for the coming season of navigation. The occasion was the annual meeting of the Lake Carriers' association held on Jan. 20 and of the Great Lakes Protective association held on Jan. 21. Reports were presented by William Livingstone, president of the Lake Carriers' association, showing the successful record of freight transportation made last year in the face of severe handicaps imposed by railroad conditions. His report is presented fully on following pages. J. S. Ashley, chairman of the advisory committee of the Protective association, discussed the work done last year in holding accidents to a minimum. This association carries 25 per cent of the insurance of its membership. His report is presented below.

Officers of the Lake Carriers were re-elected including William Livingstone, president; J. S. Ashley, vice president; George A. Marr, secretary and treasurer; Harvey D. Goulder, general counsel and A. R. Rumsey, chief commissioner. The executive committee was re-elected and includes William Livingstone, J. S. Ashley, Harry Coulby, J. J. Boland, H. S. Wilkinson, C. D. Dyer, G. A. Tomlinson and C. L. Hutchinson. The alternates are E. C. Collins, John T. Kelly, A. F. Harvey, A. E. R. Schneider, A. C. Sullivan, A. W. Thomson and W. P. Schaufele. C. A. Becker, Cleveland, was elected to the board of directors to succeed the late Capt. John Mitchell.

Consideration was given by the executive committee and by the members of the Lake Carriers' association to the problem of handling grain at Buffalo. All bulk freight on the lakes is unloaded by the shippers and elevator operators except at Buffalo. The problem of meeting difficulties between workmen and certain boss scoopers at Buffalo several years ago led the Lake Carriers to take up the responsibility of supplying such workmen at that port. This arrangement was continued during the war, but the vesselmen now have decided to discontinue this practice and are urging a free in and out bill of lading. The association's committee which handled the question included G. A. Tomlinson, chairman, J. J. Boland, Harvey D. Goulder, W. H. McGean, E. C. Collins, A. E. R. Schneider and J. B. Ayers.

Various committees of the Lake Carriers reported the results of their work during the past year, these committees including those on the welfare plan, aids to navigation, industrial and shore captains. Approval was voted of a recommendation calling for a coast guard station at Whitefish point and of a change from six to four in the number of wheelsmen to be carried. It was strongly urged that navigation aids be unchanged during the shipping season.

E. C. Collins, chairman of the welfare plan committee, supported by C. J. Peck and H. K. Oakes, heads of subcommittees, disclosed the excellent progress of the committee's work. Under the savings plan, 18,041 bank accounts have been opened by members of the crews, the total amount deposited being $4,548,490. At the close of last year, $805,953 was on deposit. Last season 63,803 men were shipped through the association's offices. An increasing number of students have been aided in securing licenses and sanitary and safety work has been carried to a high degree.

Board of Directors

H. Coulby	*Cleveland*
H. D. Goulder	*Cleveland*
J. S. Ashley	*Cleveland*
G. A. Tomlinson	*Cleveland*
W. D. Becker	*Cleveland*
Walton H. McGean	*Cleveland*
A. F. Harvey	*Cleveland*
H. K. Oakes	*Cleveland*
Geo. M. Steinbrenner	*Cleveland*
F. I. Kennedy	*Cleveland*
J. Burton Ayers	*Cleveland*
W. G. Stewart	*Cleveland*
John T. Kelly	*Cleveland*
A. E. R. Schneider	*Cleveland*
C. C. Canfield	*Cleveland*
Chas. O. Jenkins	*Cleveland*
W. M. Williams	*Cleveland*
R. D. Mitchell	*Cleveland*
A. T. Kinney	*Cleveland*
A. W. Thomson	*Cleveland*
W. P. Schaufele	*Cleveland*
C. L. Hutchinson	*Cleveland*
E. C. Collins	*Cleveland*
G. B. Houseman	*Cleveland*
George A. Marr	*Cleveland*
C. J. Peck	*Cleveland*
G. H. Warner	*Cleveland*
F. A. Bailey	*Cleveland*
C. A. Becker	*Cleveland*
A. C. Sullivan	*Chicago*
H. F. Hughes	*Chicago*
William Livingstone	*Detroit*
J. J. Boland	*Buffalo*
J. B. Rodgers	*Buffalo*
D. W. Stocking	*Duluth*
Howard L. Shaw	*Bay City*
H. S. Wilkinson	*Syracuse*
C. D. Dyer	*Pittsburgh*
W. P. Snyder Jr.,	*Pittsburgh*
W. H. Smith	*Montreal*

Report of the Protective Association

REDUCTION in the number of accidents and the possibility of a small, favorable balance when the year's accounts are closed, was shown in the annual report of the officers of the Great Lakes Protective association at the annual meeting at Detroit, Jan. 21. J. S. Ashley, chairman, presented the report. Officers for 1920 included Mr. Ashley, chairman; George A. Marr, secretary and attorney-in-fact; W. H. Becker, treasurer; J. A. Armstrong, assistant treasurer, and Harvey D. Goulder, counsel. The advisory committee for 1921 was elected, including J. S. Ashley, A. E. R. Schneider, John T. Kelly, C. L. Hutchinson, H. Coulby, C. D. Dyer, H. K. Oakes, William Livingstone, Peter Reiss and W. H. Becker of the 1920 committee and A. E. Cornelius, Buffalo succeeding J. J. Boland.

Mr. Ashley covered operations for 1920 in the following report:

We are assembled to review our activities of the past year, to look over the losses sustained by vessels in our fleet and to adopt whatever precautionary measures to avoid a recurrence of them may appear advisable, in furtherance of our efforts toward the elimination of the avoidable accident, which, as all know, is the primary object of the association. While at times it might appear that very little is accomplished judging from the financial results we have published for the past three years, yet when we stop to consider the unusual strain

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imposed on our vessels through the unprecedented demand ensuing from the war and in the subsequent reconstruction period, we find a degree of consolation that only through the competent management in both operation and navigation the result is no worse than it is.

Our field of activity has not sustained a greater degree of loss than other like institutions so affected by the abnormal conditions from which we have just emerged. That we have reached and passed the peak of conditions that have had so disastrous bearing on our affairs is a known fact, and with the general trend of all these things toward a natural state we may look forward with assurance and confidence that we will assume again our normal progress and will show in next year and succeeding years the good results that we were able to maintain before these unavoidable circumstances came upon us.

Opportunity to Avoid Loss

In the minor losses sustained during the early part of the past season, when lake operations were characterized by sailing conditions uncommonly favorable, are reflected the possibilities of minimized losses. There was an almost total absence of gales reaching destructive proportions during the spring and summer seasons and well into the fall, with losses that presaged a season of favorable financial result. While it is true that there was more than the usual amount of dense fog, combined with heavy smoke in the vicinity of the Soo and upper rivers, the ensuing difficulties were met and surmounted with a lesser degree of loss than these conditions generally impose.

The month of November, however, was unprecedented for severity of weather. There were recurring gales and the upper lakes were never free from heavy seas. Nearly 40 per cent of the losses of the year were sustained during this month. The unusual state of the weather apparently produced an accumulation of losses that reflect a result in our operation which has not befallen us since 1913 and may not occur again for many years to come. We cannot attribute the enormous losses of the closing months to lack of diligence or seamanship on the part of our navigators, as our careful investigation of these losses has proved, but rather to unforeseen conditions against which there can be no forehanded provision made. It is regrettable, therefore, that we must report another unprofitable year.

Our conclusions, as usual, are based to a great extent on estimates of losses unrepaired and it is understood that these can be used only as approximate and subject to revision when repairs are made or the vessels thoroughly examined. There is also much uncertainty as to the amount which will be needed to pay salvage charges on wrecked vessels which are an important item in the account. Our estimates are based on a fairly high cost of repairs, and as there is a general downward trend in the cost of materials and an upward trend in the ability of labor, it may be confidently expected that the actual cost of our repairs will be less than we now estimate. We have not considered any credit that may accrue from the wreck of the FRANCIS WIDLAR, now on Pancake Shoals, Lake Superior, though we are well assured she will be brought in next spring at a fairly reasonable cost, in which event there will be a considerable credit.

In total there appears to have been 174 losses of all kinds, which is 10 less, as compared with the previous year. In this respect there is to be witnessed a gradual but certain improvement, there having been 216 losses in 1917, 189 in 1918, and 184 in 1919.

In view of the generally favorable season of navigation there can be little doubt that the season should have passed with fewer losses. With the experiences of the past season still fresh in mind it behooves us to exercise every diligence to so operate these vessels that there may be no recurrence of these excessively expensive losses. Notwithstanding that our officers display unusual skill in the fact of threatening disaster it is well they be continuously cautioned against heedless practices or in taking undue chances. We have repeatedly admonished both our subscribers and navigators that it is better to lose a little time in the interest of safety than to lose a lot of time and money in the drydock or at the bottom of the lake. There is little doubt in our minds but that better results might be accomplished if we apply ourselves perseveringly to this all-important question, to the end that avoidable losses will be eliminated to the extent that our common knowledge will indicate, and our past experiences have shown that in the busiest years excellent results can be attained through the application of good, solid, sound judgment on the part of both subscriber and navigator.

One of the most important rules

Accident Statement for Years 1909-1920

COMPARATIVE STATEMENT OF ACCIDENTS REPORTED DURING SAILING SEASON

	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
Strandings	54	9	14	31	20	18	30	18	23	22	16	13
Groundings	128	60	42	30	19	21	28	30	26	44	48	47
Collisions	125	88	66	50	52	15	26	31	39	33	40	42
Striking obstructions	25	17	8	12	10	2	2	1	8	..	9	8
Striking locks	5	1	2	2	1	..	..	..	3	..	4	4
Striking bridges, abutments, docks, breakwaters, buoy lights, canal walls, harbor and channel banks, cribs, etc.	48	40	38	40	30	22	28	35	40	49	42	50
Fire damage	3	1	4	..	..	1	1	..	2	1	1	3
Explosions	..	1	..	..	..	..	1	..	1	..	..	..
Stress of weather	9	2	..	2	4	..	1	2	4	4	4	3
Machinery damage	12	1	4	1	3	2	..	3	4	8	2	2
Rudder damage	..	4	5	1	1	..	..	..	1	..	..	..
Wheel damage	..	4	7	..	..	1	3	8	7	6	8	..
Bent and broken quadrants	..	1	2	1	..	..	..	..	..	..	..	..
Boiler damage	2	..	..	..	..	1	..	..	..	..	..	..
Collapsed decks	2	..	..	..	..	..	..	..	..	..	..	..
Cargo heating	1	..	..	..	..	..	..	..	..	..	..	..
Legal expenses	2	..	..	..	..	1	..	..	..	..	..	..
Lost ancho. and cham.	1	..	1	..	..	..	..	..	2	3	..	1
Ice damage	1	..	..	..	1	..	..	1	52	10	..	..
Salvage association fees	5	..	..	..	..	..	..	..	..	..	..	..
Unknown	1	..	..	..	..	..	..	..	..	..	..	..
Broken deck winches	..	..	1	..	..	..	..	..	..	..	..	..
Loading rig fell on deck	..	..	1	..	..	3	..	..	..	..	..	..
Cargo shifted	..	..	..	1	..	..	..	..	..	..	..	..
Ran over Wreck Steamer Joliet	..	..	..	1	..	..	..	..	..	..	..	..
Lost shoe and rudder	..	..	..	2	..	..	..	1	..	2	1	..
Flooded; open sea cock	..	..	..	1	..	..	..	..	..	..	..	..
Gas explosion	..	..	..	1	..	..	..	..	..	..	..	..
Personal injuries	..	..	..	..	..	2	..	..	..	..	..	..
Mooring damage	..	..	..	..	..	3	..	..	..	1	4	..
Damaged lines	..	..	..	..	..	..	..	2	2	..	..	..
Settled on bottom	..	..	..	..	..	..	..	..	..	..	1	..
Broken steering gear	..	..	..	..	..	..	..	..	1	..	..	..
Damaged spar	..	..	..	..	..	..	..	..	..	2	..	..
Unloading machinery damage	..	..	..	..	..	..	..	..	..	1	..	..
Struck unloading rig	..	..	..	..	..	..	..	..	..	3	1	..
Total losses	4	6	3	1	9	..	2	1	1	..	3	1
Total	428	235	198	177	150	92	122	133	216	189	184	174

Certificates written in 1909 on..... 370 vessels
Certificates written in 1910 on..... 402 vessels
Certificates written in 1911 on..... 295 vessels
Certificates written in 1912 on..... 329 vessels
Certificates written in 1913 on..... 211 vessels
Certificates written in 1914 on..... 179 vessels
Certificates written in 1915 on..... 168 vessels
Certificates written in 1916 on..... 175 vessels
Certificates written in 1917 on..... 186 vessels
Certificates written in 1918 on..... 174 vessels
Certificates written in 1919 on..... 171 vessels
Certificates written in 1920 on..... 168 vessels

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adopted by this association in the interest of safety of both ships and crews is that which concerns the separate courses prescribed for navigation of lakes Huron and Superior. It is not necessary to again relate the details of these courses, as they are well known to every officer sailing on vessels of this association, both regular and associate, as well as the officers of all other vessels in the trade. It is found most difficult, however, to convince a small minority the importance these courses bear upon the safety of navigation.

A number of complaints were made in the early part of last season of nonobservance of the rule, and a meeting of the advisory committee was called to discuss these reports, and the condition revealed was such that the committee unanimously decided to suspend any master found in violation of the rule. A circular was forwarded to all of the members, recommending this procedure, and masters were advised of the action.

The line of conduct adopted in defense of the separate courses rule should be sufficient to convince all our navigators that no deviation can be permitted except under the conditions provided in the rule. The wisdom of following these separate courses has been so many times demonstrated that further argument is unnecessary to prove their good results, and a laxity in their application at once becomes apparent as it did in 1919 with the loss of the steamer D. R. HANNA, which was solely due to the nonobservance of these rules.

It is confidently hoped, therefore, by your committee that masters will conform strictly to the separate courses and will understand that because some one master may be found on the wrong course it is not a permission for him to follow suit. The association will not relax its efforts to assure itself that these separate courses are strictly observed.

There were practically no changes in the membership of the association for the fiscal year of 1920 as compared with the previous year. The membership consisted of 168 vessels, the 1919 membership consisting of 174.

There were 198 vessels carried in the associate membership, paying annual dues of $10 per vessel to cover their proportion of the expenses of the association. These vessels are provided with accident report forms, copies of the annual report and the rules of the association. All publications, circulars and other printed matter are provided them the same as to the vessels in the active membership, and all are subject to the same rules in operation.

In the annual report for the year 1919 there were 168 vessels then in the membership of the association with gross registered tonnage of 911,958 tons.

From these the steamer JOHN F. MORROW was withdrawn on account of navigating below Montreal, causing reduction in the gross tonnage of 1961 tons. On account of four vessels in the membership being reconstructed and their tonnage reduced, it is necessary to make a further 1800-ton deduction.

The steamer A. E. R. SCHNEIDER having been admitted to membership, added gross registered tonnage of 6874 tons. There are 168 vessels active in the membership of the association for the fiscal year of 1920, divided as follows:

		Gross tons
163	Steel steamers	902,398
3	Steel barges	8,733
2	Composite steamers	3,940
168	Total	915,071

On the 168 vessels active in the membership during the fiscal year of 1920, we have written 168 certificates, valuation aggregating $63,596,200. Of this the association assumed 25 per cent or $15,899,044.

1920 Lake Accidents

Collisions	42
Total losses	1
Strandings	13
Groundings	47
Striking bridges, abutments, docks, breakwaters, piers, channel banks, lock walls, etc.	54
Machinery damage	2
Stress of weather	3
Fire	3
Lost anchor	1
Striking obstructions	8
Total	174

The above tonnage statement includes all the vessels comprising the membership for the fiscal year of 1920, and which tonnage is entitled to representation in matters concerning the association's business for that fiscal year.

During the calendar year of 1920 there has been one constructive total loss, viz:

	Gross tons
Francis Widlar	4682

leaving a total of 167 vessels with gross registered tonnage of 910,389 tons actively in the membership Jan. 1, 1921.

The usual statement of the accidents by the months in which the loss occurred, and the percentage of the whole attributable to each month follows:

	1918		1919		1920	
Month	No. of accidents	Per cent of whole loss	No. of accidents	Per cent of whole loss	No. of accidents	Per cent of whole loss
April..	6	.94	7	1.72	4	.60
May..	47	16.28	23	51.18	24	5.76
June..	16	19.36	20	4.81	21	5.05
July..	21	7.65	19	4.52	23	6.47
Aug...	29	20.82	19	4.11	26	23.90
Sept..	19	15.72	37	12.68	18	7.10
Oct...	22	7.02	29	11.03	27	7.15
Nov...	24	10.79	24	9.12	23	37.69
Dec...	5	1.42	6	.83	8	6.28
	189		184		174	

Death of W. H. Becker

William H. Becker, among the best known of lake vessel managers, died at his home near Cleveland, Jan. 31, after a long illness. He was 60 years of age.

At the time of his death Mr. Becker was active manager of about 20 lake vessels, including vessels of the Valley Steamship Co., and the Interstate Steamship Co. Of the former company he was president. As treasurer of the firm of Pollock & Becker, who were lake representatives of Jones & Laughlin Steel Co., Pittsburgh, he had the management of that company's docks and lake properties.

He was active in the Lake Carriers' association, of which he was a member, and was treasurer of its subsidiary insurance organization, the Great Lakes Protective association.

Son of Daniel Becker, a well known lake captain of the old school, Mr. Becker came to Cleveland from Oswego, N. Y., in 1876. His first work was with the firm of J. H. Outhwaite & Co., of which W. G. Pollock was a member and with whom later he became associated. For some time he was interested with the late William S. Mack in the management of a fleet of boats in the early days of development of lake ore and coal shipping.

Mr. Becker married Miss Mary Gibson, of Cleveland, who survives him. A son, William, manager of the Valley Steamship Co., and a daughter Zuleka Mansfield, also survive him.

Analyzes Sale Problem

(*Concluded from page* 120)

The steamers available for American purposes should be sold by the shipping board on attractive terms to American interests, whose past performances would qualify them as experienced steamship operators in foreign trade. Steps should be taken to secure the deferred payments and prevent steamers from being turned back on the board owing to buyers' inability to fulfill terms of payment, as has happened recently. Until the ships have been fully paid for, the forming of our shipping policy in its relations to foreign trade should remain with a competent shipping board, which will not burden the initiative and competitive ability of the American ship operator with red tape and unnecessary interference.

In my estimation, the problem of selling the shipping board fleet is a question not only of reducing the prices, but of making it possible for the American investors and American shipowners to take these ships over on a businesslike basis and run them on equal terms with shipowners of the rest of the world.

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Wins Success Against Obstacles

Lake Fleet Handles Record Movement of Bulk Cargoes Despite Restrictive Factors — Prospects for Coming Season

BY WILLIAM LIVINGSTONE

President Lake Carriers' Association

MORE iron ore has been mined than normal demands require as the immense reserves of almost 11,000,000 gross tons on the Lake Erie docks bear silent witness and they call for a conservative, rather than optimistic vision, in predicting the forthcoming season of navigation. Indeed, all signs point out that the most careful surveys be made before estimates of another profitable season are made. That ultimately steel will return to a condition of wholesome activity cannot be doubted.

The aspects of the present situation concerning iron and steel differ materially from former periods of readjustment. In times past there was present a condition which much more nearly approached an over-supply of steel products in relation to fundamental needs than exists today. Large stocks had to be worked off before industry was in a position to renew its activity. Stocks today comparable in volume to those of other days positively do not exist. On the other hand, we have a shortage in many lines of construction, principally railway equipment, and with readjustment completed or further advanced the avenue to renewed steel production will be wide open.

No arm of American industry appreciates to greater extent the need of the railroads for help to restore their equipment to prewar efficiency, nor has any arm of American industry been hampered to greater extent, than the lake fleet. After five years of war operations the transportation system deteriorated to the point of breakdown. Wholly dependent on car supply, it is amazing that the past season's requirements in lake commerce were fulfilled. But the lake fleet is most amazing; not from the viewpoint of its potential resources; not from what it might do if called upon for the supreme effort, but for what it annually does under adverse conditions.

Recall, if you will, the almost utter demoralization of traffic conditions last spring, ships lying idle in the harbors until well into May because of a strike of railroad yardmen; recall the prolonged delay of car supply which caused a daily waiting list of from 70 to 100 ships at the ore unloading ports at the height of the season, and which at the same time caused the fleet to run 6,500,000 tons behind its schedule of coal deliveries; recall, too, a fall of almost unprecedented gales and cold weather, with an early termination of the season, and then come to the realization that despite all the encumbrances the fleet in its short season moved a total of 106,518,531 net tons of the commodities in which it exclusively trades—iron ore, coal, grain and stone.

Officially the season began on April 19 and ended on Dec. 15, but the fleet as a whole did not operate more than six months and 21 days, during which period it not only transported more tonnage than ever before in normal times, but in each of the commodities carried the total tonnage was the largest of recent times. Therefore, it may be pointed out, not in boastful spirit, however, that the efficiency of the fleet to handle vast volumes of tonnage, with dispatch and cheapness of rates, is beyond the comprehension of those distantly located from the Great Lakes region.

The movement of iron ore in 1920 totaled 58,527,226 gross tons and was 9,456,748 gross tons more than the fleet ever brought down in a period of peace. In delivering this ore the fleet averaged 8502 gross tons, 670 pounds to the cargo, a gain of more than 2000 tons per cargo in the short period of five years.

The season's shipments of bituminous and anthracite coal totaled 26,409,710 net tons and amply meets the requirements of the northwestern states. It also is a gain over total coal shipments in 1919.

Grain shipments totaled 239,644,983 bushels, equal to 6,736,349 net tons, a gain of more than 16,000,000 bushels or 644,647 net tons over 1919.

Stone shipments totaled 6,983,911 gross tons, equal to 7,821,980 net tons, the movement in this commodity being the heaviest in history.

Although the navigation season of the past fall was characterized by gales of uncommon violence, not a single life was lost through shipwreck of a steel bulk freighter in the membership of this association as a direct result of stress of weather.

Although the end of the year finds the vessel membership of this association identical in number, as one year ago, there has been a material increase in gross tonnage, and the membership lost in shipwreck, by sales and withdrawal has more than been replaced by steel tonnage of the largest size and most modern type. The membership as of Jan. 1, 1921, consists of 356 steamers and 26 barges, representing gross tonnage of 2,005,699 tons as against 355 steamers and 27 barges of 1,982,830 gross registered tons one year ago.

The membership has been materially strengthened by the addition of four

Relations with Labor

ALTHOUGH the restless spirit of labor continued unabated and was in an acute stage when the time arrived for the men to come back to the ships last spring there was nothing of uneasy nature to be discerned in the attitude or action of the lake seamen. Years have passed since any direct conflict has ensued between employers in the Lake Carriers' association and the employes. That this spirit of tranquility has prevailed particularly since the close of the war, while the atmosphere of the whole world has been surcharged with the strike spirit must attest the fairness of the members of the Lake Carriers' association in dealing with the men as it also is a testimonial of the sensibleness of the seamen themselves.

As has been reiterated again and again the relations with the seamen themselves are of a cordial nature. Though they seldom if ever express their approbation of improved conditions aboard lake ships, of the facilities furnished them for saving their earnings, and of better wages that prevail than in seafaring elsewhere, the seamen by their silence indicate their sense of appreciation. It is only when sinister motives are advanced by the mischievous that perfect accord is temporarily halted. The lake sailor is a clear thinker, however, and is not often led astray.—Report by President Livingstone.

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freighters of the 600-60-32 foot type, launched and placed in commission during the past season. As each of these vessels measures above 8000 gross registered tons, the fleet of the Lake Carriers' association now consists of a full dozen steamers of 8000 or more gross tons. In addition the Lake Carriers' membership contains 45 other steamers that measure from 7986 to 7000 gross tons; 90 that measure from 6996 to 6000 gross tons; 38 that measure from 5946 to 5000 gross tons; 102 that measure from 4978 to 4000 gross tons; 44 that measure from 3996 to 3000 gross tons and 15 that measure from 2914 to 2000 gross tons. There are now in the Lake Carriers' association only eight steamers measuring under 2000 gross tons.

Early Opening of Season

The steamer F. E. TAPLIN on April 9 sailed from Cleveland for Huron to load coal, being the first boat out on Lake Erie. The following day the steamer PETER REISS cleared from Huron for Manitowoc just as a cold wave, with snow and gales, enveloped the lake region. Passing Detroit on the same day, April 10, she was the first vessel to open the season of navigation. The storm froze and packed the ice everywhere but in the rivers, and it was not until April 13 that the PETER REISS reached Poe reef where further progress was temporarily blocked by hard ice in the straits. Early on April 15 the REISS was joined in the straits by the B. F. BERRY that had been there since the fall before, and slowly they worked their way through to open water on Lake Michigan. The BERRY arrived at Milwaukee on April 16, but the PETER REISS, to alleviate acute condtions divided her cargo between the three famished ports of Manitowoc, Green Bay and Sheboygan. By April 17 navigation on Lake Michigan opened when five steamers sailed, the N. F. LEOPOLD and JOSEPH BLOCK for Calcite to load stone, THE HARVESTER and THOMAS BARLUM for Lake Superior, and the L. R. DAVIDSON for Buffalo. At 10 a. m., April 18, the BLOCK was the first vessel to pass down at the straits; THE HARVESTER passing at 3 p. m. that day, steamed up St. Marys river early on the 19th and locked through the Sabin lock at 8:30 a. m., being the first vessel to pass up at the Sault. THE HARVESTER found the ice heavily windrowed in Whitefish bay, and she did not round the point until the evening of April 20, and did not open navigation at Duluth until her arrival there on the 22nd.

The lake trade from Duluth opened on April 24 when the C. O. JENKINS departed with grain and the J. J. BARLUM, E. J. EARLING and THE HARVESTER followed with ore. At 9 a. m. on April 26 the JENKINS was the first boat of the year to lock down at the Sault and THE HARVESTER, an hour later, was the first to pass through with ore.

The movement of iron ore again displayed its overshadowing influence on the commerce of the Great Lakes it having constituted 61.53 per cent of the whole. The iron ore shipments totaling 58,527,226 gross tons were handled in 6867 cargoes and in having delivered this vast tonnage between May 1 and Dec. 1, with the exception of approximately 350,000 tons the lake fleet again impressively demonstrated its ability to meet any contingency which world demand on lake traffic may impose. There never was a time during the season when ore supplies went to the vessels with the freeness that characterized the big movements in 1916, 1917 or 1918.

Many Secure Licenses

ORIGINAL licenses issued by the U. S. steamboat inspection service to 35 lake sailors as navigators and to 54 oilers as marine engineers, sum up the principal results of the educational program for the winter of 1919-20. It was by far the most successful of any year since the policy of conducting free schools in navigation and marine engineering was established by the Lake Carriers' association in the winter of 1916. The increased number of successful students was brought about primarily by the announcement of the association's readiness to lend encouragement to the steady working men in the fleet by offering scholarships to those who, as oilers or able seamen in the deck department, were imbued with the ambition to become licensed officers. The Lake Carriers' association awarded $120 to each student who completed his course of instruction and passed his examination, toward defraying the expenses of board and lodging while in the school.—Report by President Livingstone.

The lake movement of soft coal totaled 22,408,355 net tons and is ample for all requirements. Although this shows an increase of only 695,014 tons over the preceding year's total an outstanding feature is to be found in the fact that the vessels fulfilled the season's demands after having been forced to sustain a loss at the end of the first half of more than 6,000,000 tons. It is interesting now to reflect upon the situation of last fall when a prospective coal shortage became the paramount question of the northwest. It was then pointed out that to overcome the season's deficit at Duluth alone, a daily average of 53,331 tons would have to be maintained to Nov. 30. This also meant that the decrease up to Sept. 30 in the number of port arrivals with coal at the American head of Lake Superior was no less than 203 ships. The deficits were not only wiped out, but a soft coal surplus more than sufficient to overcome the hard coal shortage at Duluth-Superior was established. In exact figures 313,379 more tons of soft coal were delivered at Duluth-Superior in 1920 than in 1919.

Season shipments of hard coal totaled 3,584,289 net tons from Buffalo and 417,066 tons from Erie. The entire movement of 4,001,355 tons represents a loss of 709,372 tons in comparison with the shipments of 1918, a loss entirely due to labor difficulties at the mines

Big Movement of Grain

The grain trade was measurably improved during the past season, and the shipments were handled by the vessels without semblance of stress or strain. The grain trade was by long odds a Lake Superior movement, the rejuvenation of the Lake Michigan trade having been short-lived. As the result of a rail differential which made it possible to lay grain down at continental European ports cheaper via gulf ports than through Lake Michigan to the Atlantic seaboard, the exodus of the southwestern grain was through the Gulf of Mexico. With the sole exception of corn which was a domestic trade, the Lake Michigan grain trade in 1920 was 25,000,000 bushels below that of 1919. The Lake Superior grain movement totaled 203,610,799 bushels or 5,796,403 net tons, and represented a gain of 32,500,000 bushels. Wheat and rye registered the greatest percentage of gains in the grain shipments of the season. Wheat having totaled 162,214,922 bushels and rye 29,742,290 bushels, the combined gain of these two staple grains was approximately 20,000,000 bushels in comparison with 1919.

As the demand for crushed limestone is directly influenced by the trade in iron ore, there was a marked increase in the shipments of stone. Indeed, it was the highest in the history of this commodity that only in recent years has assumed a place in lake commerce. In view of the notable position now taken by stone it is unfortunate that the shipments of only three of the four interests dealing in it can be recorded. The three reported combined shipments of 6,983,911 gross tons, or 7,821,-

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980 net tons and show increases over the previous peak movement, when all four interests reported in 1918, of 316,253 gross tons and 364,204 net tons.

Recovering dispatch and ideal weather conditions, attended by a minimum of dense fog, made October a notable month of navigation. Such astounding totals of movement were rolled up in comparison with the general October average that the midseason estimates of the season's business were completely wiped out. Though the vessels sailed under reduced loading depths, ore, coal and grain moved in a continuous stream of heavy volume. The traffic through the Sault reached 13,000,000 tons for the first time since October, 1918. The fresh impetus given the ore and coal trades for late shipments caused corresponding activity in the grain trade, hence the lake traffic was at the highest point in many months when, on Oct. 28, there began a series of gales and snow storms that were almost incessant through the following 30 days. Gale followed gale in such rapid succession that the upper lakes were seldom free from heavy seas. Of the vessels caught on Lake Superior, only the FRANCIS WIDLAR, that was driven on Pancake shoals, failed to make port without mishap. The ore movement slackened materially. At Duluth the trade was closed with the sailing of the steamer C. O. JENKINS on Nov. 30. The steamer TAURUS sailed with the last cargo from Ashland on Dec. 3, but ore was shipped from Two Harbors until Dec. 4, while Escanaba closed down with the sailing of the NEPTUNE on Dec. 6.

Closing Days of Navigation

During the last of November coal was moved at a wild rate of $1 a ton, but in the period of extra insurance the vessels commanded $1.50 a ton, at which figure the steamer FRANK BILLINGS loaded coal at Lorain and the G. A. TOMLINSON at Toledo on Dec. 9 and the MARTIN MULLEN at Ashtabula on Dec. 10. The last cargoes of hard coal from Buffalo were taken by the steamers W. D. CRAWFORD and T. H. WICKWIRE on Dec. 9 and 10, respectively, for delivery at Lake Michigan ports at $1.50 per ton. The last soft coal cargo of the season was taken by the steamer GLENBRAE which sailed from Lorain on Dec. 11 for Midland, Ont. On Dec. 11 shippers offered $2 a ton on hard coal from Buffalo to Fort William which offers went unaccepted.

The wind-up of the grain movement was distinctly the feature of the closing days, indeed it closely resembled the period of feverish activity that prevailed in the closing war period of 1918. In view of the fact that it was almost entirely a Canadian wheat movement it was one of the heaviest ever experienced in such short space of time. The Canadian fleet of 25 steamers took a vast amount of grain across the short course from Fort William to Georgian bay, but anxiety to get the wheat requirements into American ports before the season should cease created renewed and still greater demand for American vessels than prevailed in October. Naturally grain rates advanced. From the prevailing price on Dec. 4 for loading between the 8th and 12th for Lake Erie at 5 cents to unload and 5½ cents to include winter storage, the rate advanced until on Dec. 8, charters were made at the highest rates known in many years. The steamers SIR THOMAS SHAUGHNESSY, CHARLES O. JENKINS and F. B. SQUIRE were placed to load at Fort William by midnight, Dec. 12 at 6½ cents, 7 cents and 7½ cents, in the order named. Several vessels were later chartered at 7 cents for prompt unloading. The grain rush at Fort William and Port Arthur was so great that serious loading delays ensued, and the question of whether all could get out before the expiration of the final period for insurance became a matter of much concern; and this situation culminated in charters being made for the steamers JOSEPH WOOD and BALL BROTHERS to be paid 7 cents a bushel to cover full cargoes even if only partly loaded. The last charter closed before insurance expired was at 6 cents, paid to the steamer CITY OF BANGOR on a cargo of flax for the 194-mile voyage from Ft. William to Duluth. In the final 24 hours, 19 steamers with 4,500,000 bushels of wheat aboard, passed out Thunder Cape, the full fleet being under way with the departure of the GLENLYON shortly after 11 p. m. on Dec. 12, the date of final sailing.

Paid Highest Wages

BEFORE the season of 1920 opened, the members of the Lake Carriers' association were cognizant of impending increased costs of operations as inevitable to result from scarcity of fuel coal and the costly delays imposed on vessels in port by impaired car service. Yet in spite of this unmistakable forewarning, together with the downward trend in ocean and coastwise rates of pay, the Lake Carriers' association at the beginning of operations voluntarily announced a wage scale that was materially more remunerative than any in effect during the several years of wartime wages. In some cases the advances amounted to as much as 30 per cent over the preceding generous wage rates. Moreover, the association adopted a resolution to provide a bonus of $5 a month to be paid to all unlicensed men who fitted out a vessel in the spring, remained on board all season and laid the vessel up. Thus the Lake Carriers' association continued in the distinction of paying the most substantial wage received by seamen anywhere in the world.—Report by President Livingstone.

Highest Rate Ever Paid

As a fitting climax to the grain movement that was spectacular to a degree, the steamer G. A. TOMLINSON on Dec. 14, accepted a wheat charter from Ft. William to Buffalo at 8½ cents, to unload. This was not only a new record rate for the season but is believed to be the highest price ever paid to a boat of her class—10,500 gross tons capacity. She sailed that night and having been preceded by the KENORA, was the last ship of the season to clear on the lakes with cargo. But for the extreme precautions that were exercised severe losses might have been sustained, for on the night of Dec. 12, the weather bureau served timely warning of impending gales on the lakes. Fifteen of the grain laden steamers that got away from the Canadian head of the lakes early made the Sault nicely and proceeded down as far as Detour where they waited until the storm passed on Lake Huron, but the last of the steamers to sail from Ft. William and consisting of the SHAUGHNESSY, JOSEPH WOOD, THOMAS MAYTHAM and GLENLYON waited at Welcome island for better weather and were joined by the KENORA and TOMLINSON. The small fleet remained under shelter until the morning of Dec. 16. With fairly smooth water, but in thick snow storms, the fleet came down to Lake Erie, the TOMLINSON reaching Buffalo on Dec. 19 and the SHAUGHNESSY and JOSEPH WOOD on Dec. 20, thus closing navigation for the season at the foot of the lakes. The steamer THOMAS MAYTHAM that brought up the van of the grain fleet, was the last of this fleet to come down. She passed at the Lime Kiln crossing at 1:15 p. m. on Dec. 20, and reached Fairport on Dec. 21.

The steamer A. E. R. SCHNEIDER, after being held at Marquette from Nov. 29 to Dec. 25 to tow down the wrecked J. H. SHEADLE, sailed alone on Christmas. She passed through the Sault on Dec. 26, the rivers on Dec. 29-31 and reached Ashtabula on Jan. 1, marking the latest passage of the Sault and the latest closing of the season on record.

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

PHILIP Albright Small Franklin, president of the International Mercantile Marine Co., Feb. 1, observed the fiftieth anniversary o his birth. He was born in Ashlan l. Md., of a well known Maryland family. and received his early training in the steamship business at Baltimore, entering the offices of the Atlantic Transport Co. there as a boy. The foundation of his later success as a steamship manager was laid in that office, under the late Bernard Baker, one of the best known American shipping men of his day, whose last public act was to assist the government in establishing the shipping board. Mr. Franklin came to New York in 1901 as traffic solicitor of the Atlantic Transport Co., subsequently becoming general manager of the company, and in 1902 its president. In 1903, on the foundation of the International Mercantile Marine Co., he became a vice president in that company, and in 1916, its president. From the beginning of this country's participation in the World War, Mr. Franklin placed his knowledge of shipping at the disposal of the government, which he served in various capacities till the end of the conflict. He was first on the shipping committee of the council of national defense, and next on the shipping control committee, representing the war department and the shipping board, and directing the operation of about 1400 ships, and also on the exports control committee, which designated the ports through which export freights could be shipped.

* * *

JAMES D. GILMOUR has been named superintending engineer for both the coasting and offshore fleets of the Admiral line. JAMES GEORGE has been appointed port engineer at Seattle in charge of coastwise vessels and JOHN JEPPSON in charge of offshore vessels. J. F. CLEMENTS is named port engineer at San Francisco and J. S. KANE at Portland.

* * *

KEITH G. FISKEN has resigned as traffic manager of Frank Waterhouse & Co. to assume the position of traffic manager for the Royal Mail Steam Packet Co., which in March will re-establish a service between north Pacific ports, the United Kingdom and continental Europe. MAJ. H. L. FLACK, London, has arrived in Seattle to act as passenger agent for the company. COL. E. J. M. NASH, special agent for the company in the United States and Canada, will remain on the Pacific coast for several months establishing agencies and completing preliminary arrangements.

* * *

AXEL JOHNSON, owner of the Johnson line of Sweden, has completed an extended tour of Pacific coast ports surveying trade conditions and preparing for an increase of commerce with Scandinavian countries. He made the trip on his motorship BUENOS AIRES, which loaded at north Pacific terminal. The company now is regularly operating a fleet of modern motorships.

* * *

CAPT. HOLMES NEWCOMB, veteran of the British Columbia fisheries protection service, has been appointed senior officer in charge of that service on the British Columbia coast with headquarters at Victoria.

* * *

CAPT. CHARLES CLARKSON has been named marine superintendent with headquarters at Seattle for the General Steamship Corp., which is operating fleets to Atlantic ports, South America and Australia.

* * *

PAUL P. WHITHAM, formerly engineer for the port of Seattle, and for several years representatve in the Orient for the bureau of foreign and domestic commerce, has just returned to Shanghai to assume his new duties as manager in China for the Foundation Co.

* * *

W. D. BENSON, member of the American ship operators' advisory committee to the shipping board and Atlantic representative for Frank Waterhouse & Co., has returned to New York.

* * *

CHARLES H. LANGLEY, for many years associated with Patterson, Wylde & Co., Boston, and with the Pan-American Terminal & Dock Corp. for the past year, has been appointed traffic manager of the United American Lines, Inc., 40 Central street, Boston.

* * *

F A. GREEN, who has been in charge of the Boston office of the bureau of foreign and domestic commerce, recently resigned to become export manager for the James D. Rawles Co., 71 Pearl street, Boston.

* * *

JAMES N. GALL will handle the export and import business of the Boston & Maine railroad, which has opened a western freight office at 327 South La-Salle street, Chicago.

* * *

JOHN HUNTER has been made chief engineer of the Heine Safety Boiler Co., St. Louis. He is a marine and power plant engineer of extended experience. He served in all grades from junior to chief engineer on vessels of the Red Star and American lines, his final service being as chief engineer of the steamer ST. PAUL. From 1905 to 1917 he was in charge of a number of important power plant projects including among others the Keokuk hydro-electric development on the Mississippi river. In 1917, Mr. Hunter was called to assist in the shipbuilding program, serving first as government representative with the Submarine Boat Corp., Newark Bay, N. J., and later with the Standard Shipbuilding Corp., Shooters Island, N. Y. He has been affiliated with a number of engineering societies including the American Uniform Boiler Law society and for several years he was vice president of the American Society of Mechanical Engineers.

* * *

JAMES S. MAHOOL, assistant manager of the American flag ships of the International Mercantile Marine Co., New York, has been appointed assistant manager of the Red Star line at Antwerp, Belgium. Other official changes have been announced by this company. A. E. DISNEY, assistant to the passenger traffic managers at New York, is made assistant manager at Chicago. DAVID LINDSAY, who has been in charge of advertising and publicity work, succeeds Mr. Disney and will be in charge of the company's third-class passenger department at New York. F. E. WARD becomes assistant to Mr. Lindsay. WINFIELD M. THOMPSON takes charge of advertising and general publicity. C. M. BOUGLESS becomes controller, succeeding M. W. TINGLEY, who retires in April. ALFRED R. MARSHALL succeeds Mr. Bougless as assistant controller.

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Marine News in a Personal Way

Intimate Gossip About What Leaders in the Maritime World Are Doing

M. J. WRIGHT has been appointed freight traffic manager of the Admiral line to succeed R. D. Pinneo, who has resigned to assume the management of the Port of Astoria, Oreg. Mr. Wright probably is one of the youngest freight traffic managers in the country, but he has been associated with the freight traffic departments of the Admiral line and its predecessors for many years. Entering the employ of the old Pacific Coast Steamship Co. in 1905, "Monty" Wright, as he is familiarly known in Pacific coast transportation circles, has climbed steadily and is recognized as one of the best informed freight traffic men on the coast.

His first position, which warranted a title came in 1910, when he was named contracting freight agent of the Pacific Coast Steamship Co. in Seattle. In 1913 he was made general agent of the company at Vancouver, B. C., and later in the same year transferred to San Francisco as chief clerk to H. C. Cantelow, freight traffic manager. He served in this capacity until 1918, when he was named assistant general freight agent of the present Pacific Steamship Co., which had come into existence through the consolidation of the Pacific Coast Steamship and the Pacific-Alaska Navigation companies with headquarters in Seattle.

When the Admiral line invaded the Oriental field Mr. Wright was selected to plant its flag in the Philippines and was made general agent with headquarters at Manila. From that post he has been recalled to assume the duties of freight traffic manager. During his stay in Manila, Mr. Wright made several tours throughout the Far East and he brings to Seattle a first-hand knowledge of conditions, which should prove of value in his new position.

* * *

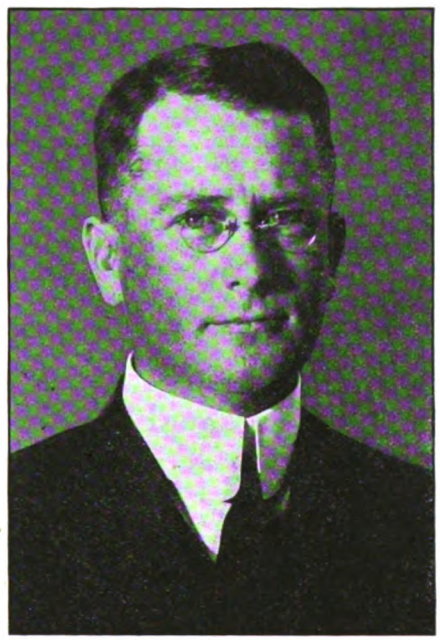
ALAN R. L. ERSKINE, formerly connected with the Neptune Forwarding Co., Boston, has been made president and general manager of the Erskine Freight Forwarding Co. with offices at 131 State street, Boston. The new company will engage in handling export and import shipments.

* * *

RALPH E. WINSLOW, naval architect, formerly with Swasey, Raymond & Page, Boston, and the Herreshoff Mfg. Co., Bristol, R. I., has opened his own offices at Atlantic, Mass., where he will design all kinds of commercial vessels, yachts, power boats, etc.

* * *

S. J. LENHER, president of the Lenher Engineering Co., New York, who assumed general management of the S. Flory Mfg. Co., Bangor, Pa., following the death of Samuel Flory, has been elected president of the company and



M. J. WRIGHT
Who Has Been Appointed Freight Traffic Manager of the Admiral Line

will direct its affairs from the home office in Bangor.

* * *

R. H. ROBINSON has been elected a director of the William Cramp & Sons Ship & Engine Building Co., Philadelphia, filling a vacancy that existed for some time on the board.

* * *

WILMER M. WOOD, former general freight agent of the Kerr Steamship Co., in New York, will supervise this company's services out of Philadelphia, Baltimore and Norfolk, with headquarters in Philadelphia.

* * *

J. KARCHER JR., Boston, traffic manager of the North Atlantic & Western Steamship Co., has made a tour of the North Pacific ports to survey conditions. This line now is operating six vessels between Boston and Philadelphia and California, Oregon and Washington ports. He anticipates a constantly increasing water traffic between the two coasts. The company is represented on the north Pacific by the Pacific Steamship Co.

* * *

JOHN E. VEASEY, formerly assistant freight agent of the Kerr Steamship Co., in New York, has been made general freight agent there.

* * *

PERCY S. LAING has been appointed general manager of the shipping department of Frank Waterhouse & Co., with headquarters at Seattle. Mr. Laing has been with this firm for 18 years and has steadily advanced to his present position, which was created through a consolidation of the operating and traffic departments.

* * *

J. FRED LARSON has taken the position of general manager at Astoria, Oreg., for the Overseas Corp. He resigned as president of the Foreign Commerce association, Portland, being succeeded by J. W. Ganong.

* * *

NEAL H. BEGLEY has resigned as vice president of Frank Waterhouse & Co. to enter private business. Mr. Begley has been with the Waterhouse company 15 years and is a widely known and experienced shipping executive.

* * *

WILLIAM L. FAIRBANKS, director of the state commission of foreign and domestic commerce, represented New England's interests at the recent joint convention held in Washington, of the National Marine association, Mississippi Valley association and the South Atlantic States association.

* * *

OSCAR C. STILES was elected a director, succeeding Felix Taussig, at the annual meeting of the Crowell & Thurlow Steamship Co., held recently in Boston.

* * *

H. B. MILLER, in charge of the division of supply and sales of the shipping board, has tendered his resignation which has been accepted by the chairman. CAPT. E. W. BONNAFFON, supply corps, U. S. N., succeeds Mr. Miller.

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Marine Business Statistics Condensed

New York Traffic

Traffic through the port of New York during January showed a material falling off from December. Furthermore, the clearances to foreign ports were smaller than during the same month last year. The entrances during this January, however, were larger than they were a year ago, which condition is reflected in the movement on the part of the shipping board to tie-up tonnage for the lack of freights.

The slump in shipping was reflected in the price of bunkers at New York. Coal showed another slight decline, the open market quotation the first week in February varying from $5.40 to $6.80, alongside according to the grade of coal demanded. Fuel oil, 16 baume, was selling for from $2.50 to $2.60 a barrel, whereas diesel oil brought little better than 9 cents a gallon.

NEW YORK PORT TRAFFIC
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
372	1,143,126	Jan., 1920	410	1,450,778
377	1,174,913	February	330	1,054,269
440	1,322,013	March	410	1,369,829
431	1,302,177	April	386	1,243,000
444	1,343,052	May	390	1,258,996
508	1,545,144	June	436	1,364,297
510	1,627,721	July	462	1,518,406
537	1,634,719	August	499	1,649,416
506	1,728,266	September	493	1,574,228
526	1,763,904	October	514	1,719,103
495	1,741,786	November	482	1,691,683
516	1,732,485	December	518	1,802,929
455	1,437,725	Jan., 1921	414	1,433,564

Philadelphia Traffic

Philadelphia's overseas traffic during January fell back to the low ebb that prevailed during the dull days of last spring when commerce was disrupted by railroad trouble. The clearances were even smaller than during the same month last year, and both entrances and clearances fell far below the record of December, 1920, and were only about one-half the clearances recorded during August, September or October of last year.

During the past month only six American vessels entered from overseas ports in ballast whereas 12 foreign-flag ships came in without cargo. On the other hand every foreign-flag ship clearing carried cargo, whereas 17 American vessels cleared in ballast. Of the total entrances and clearances during January, 26 per cent of the American-flag ships were in ballast whereas only 18 per cent of the foreign-flag ships were in ballast. From these figures it appears that the booking agents of foreign vessels in Philadelphia are more successful in rounding up cargoes for their charges than are the booking agents for American-flag ships.

The average cost of the bunker aboard vessels clearing Philadelphia during January was $8.40 a ton, and the average fuel oil cost was $2.48 a barrel. The shipping board contracted for fuel oil at $2.30 a barrel, while the open market price on oil, 16 baume, on Feb. 7, was $2.31 a barrel, alongside. At that time diesel oil was selling for 8.2 cents a gallon alongside.

PHILADELPHIA PORT TRAFFIC
(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

—Entrances— No. ships	Net tonnage	Month	—Clearances— No. ships	Net tonnage
76	195,397	January, 1920	74	224,909
76	205,350	February	71	261,123
106	260,185	March	71	192,279
100	236,487	April	98	266,795
129	316,246	May	126	315,997
121	286,061	June	79	196,787
104	250,104	July	93	272,913
153	377,695	August	156	438,230
144	385,676	September	153	467,357
119	328,074	October	165	465,800
126	338,562	November	123	350,385
116	340,133	December	112	235,821
84	250,233	January, 1921	68	217,281

Cape Cod Canal Traffic

Although 1920 was not a banner year for coastwise transportation, the Cape Cod canal made a good showing. Ship movements through the waterway improved in 1920, but the vessel and cargo tonnage was materially less, chiefly due to a reduction in coal shipments. Of the total cargo tonnage of 1,903,196, coal represented 1,304,170 tons.

In 1919, the total cargo carried aggregated 2,589,812 tons of which 2,037,676 tons was coal. The valuation of vessels and cargo moving through the waterway in 1920 is estimated at approximately $1,000,000,000. Following are condensed traffic figures for 1920, compared with the previous year:

	1920	1919
Number of vessels	8,140	7,439
Gross tonnage	4,407,735	5,172,447
Cargo tonnage—coal	1,304,170	2,037,696
Miscellaneous	599,026	552,136

The 8140 vessels, which traversed the canal in 1920, are classified as follows: Yachts and power boats 812; steamers carrying passenger and miscellaneous freight 669; steamers and barges with crude material 2782; commercial schooner 99; fishing vessels 1199; government vessels 224; and tugs 2355.

Boston Traffic

The United States customs department recently completed its tabulations of shipping at Boston in 1920. The ships entering the port have been classified under 13 nationalities, American coming first with 542 vessels, of 1,097,000 net tons; British second with 561 of 981,976 tons; Norwegian third with 28 vessels of 44,631 tons, and Japan fourth, with nine vessels of 35,293 tons. The total of all nationalities entered amounts to 2,249,870 tons and 1181 vessels.

American vessels also led among those cleared with British second, Dutch third, and Norweigan fourth. The total of all tonnage cleared was 1,338,969 and the vessel total was 849. The best month of the year was August, when the total tonnage, both entering and clearing, amounted to 379,000 tons.

BOSTON PORT TRAFFIC
(Offshore Trade Only)

—Entered— No. ships	Net tonnage	Month	—Cleared— No. ships	Net tonnage
		Foreign Registry		
26	66,829	January, 1920	17	54,203
23	68,344	February	8	19,227
24	86,755	March	15	39,079
38	111,719	April	21	43,726
31	60,204	May	28	34,472
58	109,204	June	44	49,986
62	113,337	July	56	53,820
85	122,019	August	59	55,394
64	107,212	September	52	49,801
50	97,841	October	41	56,652
50	97,044	November	34	57,121
38	88,103	December	39	76,796
41	68,870	January, 1921	33	65,735
		American Registry		
27	74,297	January, 1920	23	49,203
23	55,878	February	16	36,296
36	84,031	March	21	48,438
46	68,777	April	47	74,498
54	64,466	May	53	52,964
62	88,932	June	44	74,688
49	99,617	July	31	70,879
48	113,687	August	24	69,249
35	103,284	September	23	73,244
32	84,187	October	21	59,355
29	96,389	November	18	49,991
28	90,553	December	12	51,643
31	106,182	January, 1921	17	60,169

Philip H. Quinn, one of the best known men of the Boston waterfront, died recently at his home in Dorchester, Mass.

John McInnes, for more than 20 years connected with the Bath Iron Works, Bath, Me., and latterly superintendent of construction, died in Glasgow, Scotland, on Jan. 22. He had gone to his native country for surgical treatment of an affliction from which he long had suffered. During his connection with the Bath Iron Works, he achieved a wide reputation as an executive and a "doer," in shipbuilding affairs.

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Marine Business Statistics Condensed

Panama Canal Traffic

Traffic through the Panama canal in December is shown in the following tables:

SUMMARY FOR DECEMBER

Number of commercial vessels through the canal	265
Registered net tonnage of above, Panama canal measurement	1,027,918
Number of commercial vessels without cargo.	27
Registered net tonnage of above, Panama canal measurement	106,777

ATLANTIC TO PACIFIC

Commodity	Tons
Coal and coke	166,956
Fuel oil	85,463
Refined oils	47,591
Steel and iron	77,473
Sulphur	6,200
Silversand	7,517
General and mixed	228,251
Total	619,451

PACIFIC TO ATLANTIC

Commodity	Tons
Nitrate	187,633
Wheat	55,387
Lumber	32,735
Cold storage—food products	34,532
Copper	16,222
Barley	11,399
Sugar	19,576
Refined oil	11,000
Canned goods	6,679
Ivory nuts	1,695
Ore, vanadium	1,300
Coffee	1,108
General and mixed	77,822
Total	457,088

Carries Record Cargo

What is said to be the largest cargo of railroad ties ever shipped from the Pacific to Boston via the canal, is being discharged by the steamer WEST INSKIP, Capt. Joseph J. Meany, operating for the Luckenbach lines.

The cargo measures 4,680,000 feet and will cover thirty miles of track for the Boston & Maine railroad. It was laden on Gray's Harbor, Wash., in the record time of forty-five working hours.

Captain Meany, master of the WEST INSKIP, formerly was assistant local inspector of steamships at San Francisco and the big freighter was manned by an all-American crew on the voyage just completed.

U. S. Shipbuilding

Lloyd's *Register of Shipping* report shows the following vessels under construction in the United States on Jan. 1, 1921:

Atlantic Coast Ports

			Gross tons
125	steel	steamers	829,729
4	steel	motor vessels	18,085
16	steel	schooners	7,890
12	wood	schooners	10,200

Gulf Ports

			Gross tons
21	steel	steamers	108,726
4	wood	steamers	5,060
2	steel	motor vessels	3,000
3	wood	schooners	4,782

Pacific Ports

			Gross tons
42	steel	steamers	310,380
1	wood	steamer	1,300
1	steel	motor vessel	4,000
2	wood	schooners	3,060

Great Lakes Ports

			Gross tons
2	steel	steamers	4,100

Canadian Canal Traffic

The report of the Canadian department of trade and commerce shows the business of shipping in the year 1920 was good, taking the tonnages handled by the various canals as an index.

Welland Canal

The number of vessels using the canal was slightly under last year being 3124 against 3213 with a net tonnage of 2,528,256 tons against 2,616,014 tons. The total of cargoes carried was greater being 2,276,072 tons against 2,170,779 tons. 1,558,620 tons of the 1920 traffic was American freight. The principal items for 1920 were wheat down 356,547 tons or 11,884,900 bushels of which 10,842,233 bushels was Canadian wheat. This was 6,362,530 bushels less than last year due principally to the large shipments via Buffalo for the American market and export via American sea ports. The total of all agricultural products handled was 438,389 tons all down, 394,104 Canadian and 44,285 United States. Pulpwood 123,275 tons up and 42,903 tons down. This was all Canadian pulpwood and 84,060 tons was destined to Thorold. Soft coal was 1,383,361 tons down, an increase of 398,595 tons.

St. Lawrence Canal

More than 6000 vessels used the canal during the year, the total being

Commercial Traffic Through Panama Canal During 1920 by Trade Routes

ATLANTIC TO PACIFIC

Route	Total No. of vessels	Panama canal net tonnage	Tons of cargo	Vessels in ballast	Panama canal net tonnage
East coast of United States to West coast of South America.	334	1,089,405	893,393	105	361,791
Cristobal to West coast of South America	189	290,174	114,445	16	14,778
East coast of United States to Far East*	188	920,906	1,350,273	1	7,700
Europe to West coast of South America†	131	483,529	259,921	39	88,779
United States coastwise	116	448,734	416,819	9	19,505
Mexico to West coast of South America	81	401,590	659,777	2	8,042
United States to Australasia	78	404,864	532,297	..	.....
Europe to West coast of U. S.	65	289,675	110,401	34	137,896
Europe to Australasia‡	51	339,019	310,876	4	5,668
Cristobal to West coast of Central America	24	15,212	15,102	1	185
Cristobal to West coast of United States	22	40,871	38,680	2	2,344
West Indies to West coast of South America§	13	10,539	12	12	10,517
Mexico to West coast of U. S.	13	74,376	129,510	..	.....
East coast of United States to West coast of Canada	13	61,091	92,371	..	.....
East coast of U. S. to Hawaii	13	64,216	99,813	..	.....
East coast of United States to Philippine Islands	8	36,826	55,144	..	.....
Miscellaneous trade routes	75	202,973	190,516	23	35,274
Totals	1414	5,174,000	5,269,350	248	692,479

*One Japanese cruiser of 7700 tons displacement not included in Panama canal net tonnage.

†One British cruiser of 5794 tons displacement not included in Panama canal net tonnage.

‡Two British cruisers of 38,133 tons displacement not included in Panama canal net tonnage.

§Two British cruisers and one Spanish battleship of 11,937 and 15,000 tons displacement, respectively, not included in Panama canal net tonnage.

PACIFIC TO ATLANTIC

Route	Total No. of vessels	Panama canal net tonnage	Tons of cargo	Vessels in ballast	Panama canal net tonnage
West coast of South America to East coast of United States	292	948,342	1,447,849	7	28,557
West coast of South America to Cristobal	198	317,070	251,451	12	1,603
West coast of South America to Europe	197	818,678	1,062,702	11	1,323
United States coastwise	122	528,004	644,833	16	97,457
West coast of U. S. to Europe	115	515,609	749,447	1	406
Australasia to Europe*	75	529,338	459,527	1	.....
West coast of South America to Mexico	73	368,994	3,186	72	367,155
Far East to East coast of U. S.	71	327,887	477,640	2	6,845
West coast of Canada to Europe	30	92,411	129,909	..	.....
West coast of Central America to Cristobal	29	18,907	16,054	..	.....
Australasia to United States	25	150,150	156,016	..	.....
West coast of United States to Cristobal	22	40,020	21,435	..	.....
West coast of United States to Mexico	22	114,193	6,000	21	108,874
West coast of South America to West Indies	15	28,495	46,542	3	379
Philippines to East coast of U. S.	10	45,439	72,350	..	.....
West coast of U. S. to Africa	9	41,934	60,476	..	.....
Hawaii to East coast of U. S.	4	15,439	24,262	..	.....
Miscellaneous trade routes†	91	303,355	337,091	19	64,557
Totals	1400	5,204,265	5,966,769	165	677,156

*British cruiser RENOWN of 31,559 displacement tonnage not included in Panama canal net tonnage.

†Two British cruisers of 10,004 tons displacement not included in Panama canal net tonnage.

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Marine Business Statistics Condensed

10 more than last year with a net tonnage of 3,675,279 tons. Of this 3,233,029 was Canadian and 442,250 was American. Passengers carried were 62,397 against 72,006 last year. This decrease was due to the operation of the steamer EMPRESS which operated between Montreal and Carillon in 1919 and between Ottawa and Grenville in 1920. This also affected the passengers on the Ottawa canal. The total cargoes was 3,067,962 tons which was 1,285,272 Canadian and 1,782,690 American. The increase of 176,343 tons over 1919 was made up almost entirely of American soft coal down which was 1,404,850 tons against 1,008,917 in 1919. Pulpwood also increased. The total which was all Canadian was 408,475 tons up against 316,935 tons in 1919.

Ottawa Canal

The vessel passages were 1551 with a net tonnage of 269,129 tons of which 249,934 was Canadian. The total of cargoes was 233,329 tons against 218,438 tons in 1919. The main items were merchandise 21,860 tons, lumber 98,013 tons, sand, etc., 97,355 tons, passengers carried were 550 against 21,380 in 1919. See above under St. Lawrence for explanation of this decrease.

Rideau Canal

The number of vessels was 1618. Net tonnage 119,875. Passengers carried was 14,785; cargoes 97,837 tons.

Trent Canal

The number of vessels was 5568 with a net tonnage of 160,761. Passengers carried were 97,849 and cargoes 53,660 tons. Compared with 1919 this was an increase of 1974 vessels, 4826 net tons and 707 tons of cargoes and a decrease of 3712 passengers.

Murray Canal

Vessels passing through were 784, net tonnage 143,624, passengers carried 3414, and cargoes 136,235 tons which included 127,720 tons of stone from St. Anne. The increase of 2315 passengers was due to excursions from the Trent canal during the summer.

St. Peter Canal

Vessels through were 1102, net tonnage 83,432 and total cargoes carried 61,373 tons.

Chambly Canal

The number of vessels were 1795 of which 1295 were American. The net tonnage was 212,644 an increase of 39,435 tons over 1919. The total cargoes were 325,322 tons against 242,961 last year. The big increase was in the Canadian pulpwood up, 102,104 tons against 27,407 tons. Lumber also increased, being 91,597 tons against 82,144 tons.

St. Andrews Canal

Vessels through were 154, net tonnage 26,367, passengers carried 4931, total cargoes 5775 tons.

Pittsburgh River Traffic

Importance of our inland waterways as freight carriers is evidenced in the report of the United States engineer office at Pittsburgh, showing a total of more than 24,000,000 short tons of freight was carried on the Monongahela river during the year of 1920.

Of this amount 20,720,000 tons was coal and 400,000 tons coke. Sand and gravel came next in volume with an aggregate of 2,075,000 short tons carried. More than 500,000 tons of iron and steel products was listed with the freight carried on the river.

The detailed report follows:

Commodities	Amount in short tons
Coal	20,720,000
Coke	400,000
Gravel	1,050,000
Sand	1,025,000
Iron and steel products	530,000
Unclassified	525,000
Total	24,250,000

Discuss Safety at Sea

The American Society of Safety Engineers will hold on Feb. 25 in the Engineering Societies building, 29 West Thirty-ninth street, New York, a meeting devoted to discussion of "Safety to Life in Ship Construction and Operation."

Papers will be presented by Thomas A. Walsh, Merchant Shipbuilding Corp., covering accident prevention work in shipbuilding; F. S. Titsworth, Walter Kidde & Co., on "Some Statistics with Reference to the Marine Fire Hazard"; S. Clarke Brandenstein, formerly of the Sun Shipbuilding Co., on "Safety to Life in Ship Construction;" Capt. R. A. Barber, marine surveyor for F. H. Price & Co., who is a practical shipmaster of large experience and was at one time first officer of the S. S. LUSITANIA, on "Safety to Life in Ship Operation."

Seattle Traffic

The record of traffic at the port of Seattle and in the Washington customs district, including months for which figures are now available, follow:

SEATTLE PORT TRAFFIC 1920

Deep sea arrivals No. ships	Net tonnage	Month	Deep sea departures No. ships	Net tonnage
220	284,587	January	237	320,212
220	302,158	February	236	306,467
290	341,705	March	299	325,164
328	331,921	April	348	334,540
376	328,594	May	392	324,932
353	332,666	June	433	346,849
417	441,626	July	461	444,607
438	371,148	August	393	368,327
422	380,582	September	323	345,535
359	347,412	October	314	366,669
256	348,452	November	228	337,890
205	323,744	December	186	302,051

WASHINGTON CUSTOMS DISTRICT

	—Entrances— No.	Tonnage	—Clearances— No.	Tonnage
Jan.—American...	61	87,385	196	128,962
Foreign....	185	155,268	187	151,865
	346	242,653	383	280,827
Feb.—American...	147	88,528	173	98,347
Foreign....	183	188,174	176	168,526
	330	276,702	349	266,873
Mar.—American...	185	118,794	174	107,134
Foreign....	161	183,884	155	175,560
	346	302,678	329	282,694
Apr.—American...	177	127,786	174	91,676
Foreign....	183	188,174	176	168,526
	356	280,959	342	243,328
May—American...	228	107,183	272	107,444
Foreign....	188	184,458	194	181,910
	416	291,641	466	289,354
June—American..	264	135,420	238	93,617
Foreign....	190	162,171	194	174,772
	454	297,591	432	268,389
July—American..	272	105,814	304	122,723
Foreign....	220	170,907	219	193,378
	492	276,721	523	316,101
Aug.—American..	292	117,200	292	125,510
Foreign....	203	171,451	199	185,025
	495	288,651	491	310,535
Sept.—American..	229	101,048	239	116,189
Foreign....	209	189,138	216	185,007
	438	290,186	455	301,196
Oct.—American..	230	89,031	217	105,152
Foreign....	182	167,350	187	198,588
	412	256,381	404	303,740
Nov.—American..	185	110,559	159	110,923
—Foreign....	167	157,571	175	172,054
	352	268,130	334	282,977

FOREIGN IMPORTS, EXPORTS AND TONNAGE
Passing Through Washington Customs District

1920	Imports	Exports	Total	Entered Tons	Cleared Tons	Total Tons
January	$29,964,055	$15,883,758	$45,847,813	242,653	280,827	523,480
February	40,708,726	15,989,197	56,697,923	276,702	266,873	543,575
March	46,392,720	32,780,040	79,172,760	302,678	282,694	585,372
April	32,713,226	25,156,134	57,869,360	280,959	243,328	524,287
May	38,291,480	12,299,371	50,598,851	291,641	289,354	580,993
June	28,549,857	18,392,975	46,942,832	297,591	268,289	465,980
July	20,886,360	16,057,896	36,944,256	276,721	316,101	592,922
August	25,854,981	11,355,885	37,210,866	288,651	310,535	599,186
September	20,486,721	9,256,973	29,743,694	290,186	301,196	591,382
October	11,913,469	12,278,970	24,192,439	256,381	303,740	560,121
November	13,805,575	7,688,029	21,493,604	268,130	282,977	551,107

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Marine Business Statistics Condensed

New Ship Firms

During January, 24 companies were organized to engage in the marine field. Their total authorized capital was $12,650,000. The number of such companies increased 50 per cent over December, but as shown by the records of the *Journal of Commerce*, New York, the indicated investment declined from $19,375,000. In January a year ago, the authorized capital of such new corporations was $76,305,000. During 1920, the monthly average total of new corporations was $50,000,000, although the average of the last six months was only $19,500,000.

The following table shows the companies of over $50,000 authorized capital incorporated during January:

Aiken, J. H., Transportation & Towing Co., Florida	$250,000
Atlantic, Gulf & Mediterranean Steamship Corp., New York	100,000
Barge-Packet Navigation Co., New York	500,000
Beam Navigation Corp., Delaware	100,000
Bay Towing Co., Texas	100,000
Brine, R. S., Transportation Co., Massachusetts	900,000
Barr Shipping Corp., Delaware	400,000
Cleveland-Cliffs Steamship Co., Ohio	2,000,000
Comet Lighterage, New Jersey	100,000
Cox's Shipping Agency, Delaware	100,000
Delaware River Towing Line, Delaware	150,000
Defiance Transportation & Trading Corp., New York	100,000
East Coast Steamship Lines, Delaware	500,000
Fulton Lighterage Co., New York	200,000
Keeler Transportation Line, New York	500,000
Lovett Forwarding & Transportation Co., New Jersey	100,000
McCabe, Skelton & Bonnell, Inc., New York	100,000
Merls & Quiroo, New York	100,000
North American Steamship Co., Massachusetts	250,000
Panuco Transportation Co., Delaware	1,500,000
Pistorina & Yanss, Massachusetts	100,000
S. S. Cuba, Inc., Delaware	1,500,000
Seaboard & Inland Barge Co., New York	1,000,000
Tanker Transport Corp., Delaware	2,000,000
Total	$12,650,000

France Restores Fleet

France has made rapid progress toward restoration of her merchant marine. According to information which has just reached this country, the total French merchant tonnage on Dec. 31, 1919, was 2,400,896 tons, or approximately the same tonnage as previous to the war. About 342,497 tons is under the government's control. To this must be added the tonnage of the German ships provisionally under the French flag.

Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of vessel	Date	Nature	Place	Damage resulting
Australplain	Jan. 5	Grounded	Off Jones Inlet	Not stated
American Press	Jan. 2	Collision	Off Galveston	Heavy
Aldebaran	Jan. 8	Short fuel, disabled	St. John's	Not stated
Ambatielos	Jan. 11	Cargo afire	Constantinople	Not stated
Antinous	Jan. 12	Disabled	At sea	Short fuel
Ansaldov	Jan. 14	Collision	New York	Slight
Ariel	Dec. 22	Fire	Arendal	Slight
Anthony D. Nichols	Jan. 15	Disabled	Colon	Rudder and keel trouble
Ardoyne	Jan. 18	Grounded	Cape Frio	Not stated
Auldmuir	Jan. 17	Disabled	At sea	Pump trouble
A. Ernest Mills	Jan. 27	Disabled	Philadelphia	Damaged by ice
Alexander Kielland	Jan. 24	Heavy weather	Boston	Slight
Alice M. Colburn	Jan. 22	Disabled	Charleston	Leaking
Bankoku Maru	Dec. 30	Collision	Flushing	Not stated
Balcatta	Jan. 6	Disabled	Calloa	Leaking
Britisher Peer	Jan. 8	Disabled	Off Ireland	Not stated
Borgestad	Jan. 4	Collision	New Orleans	None
Buffalo	Jan. 5	Lost tow	San Francisco	None
Baja California	Jan. 2	Grounded	Southwest Pass	Not stated
Bright	Jan. 17	Collision	At sea	Not stated
Bacches	Jan. 21	Grounded	Handkerchief Shoal	Not stated
Baikali	Jan. 18	Gale	Alexandrovsk	Blown out of harbor
Basaan	Jan. 26	Heavy weather	At sea	Leaking
Balto	Jan. 27	Disabled	Lisbon	Mach. trouble
Bremerton	Jan. 27	Disabled	Dover	Windlass broken
Brilliant	Jan. 29	Disabled	Off Scotland lightship	Out of control
Courtfield	Dec. 20	Collision	Queen's Dock	None
Crayfish	Dec. 20	Collision	Queen's Dock	Not stated
Ceres	Dec. 22	Collision	Praeus	Not stated
Colonel Moore	Jan. 1	Disabled	Corpus Christi	Sinking condition
Callao	Jan. 2	Fire	Hoboken	Not known
Colorado	Jan. 4	Disabled	Cardiff	Engine trouble
Calgary	Jan. 4	Leaking	Stockholm	Damaged bow
Coahoma County	Jan. 6	Disabled	St. Michaels	Leaking
Circinus	Jan. 9	Disabled	St. Michaels	Engine and propeller trouble
Capulin	Jan. 11	Disabled	At sea	Not stated
Caskato	Jan. 11	Grounded	Off Lewes	Not stated
Canadian Signaller	Jan. 11	Heavy weather	At sea	Lost deckload
Carperby	Jan. 11	Disabled	Barry	Mach. trouble
Clauseus	Jan. 13	Disabled	At sea	Fuel pipes choked
Commandant Roisin	Jan. 4	Heavy weather	Brest	Not stated
Carolinian	Jan. 17	Cargo shifted	Key West	Not stated
Charles C. Havens	Jan. 18	Fire	New York	Heavy
City of Portland	Jan. 20	Disabled	Mayport	Grounded
Castle Point	Jan. 21	Disabled	Queenstown	Steerer and windlass trouble

Name of vessel	Date	Nature	Place	Damage resulting
City of Weathford	Jan. 22	Grounded	Port Eads	Not stated
Carla	Jan. 19	Lost anchors and chain	Flushing Roads	Not stated
Chappaqua	Jan. 24	Lost anchor and chain	New York	Not stated
City of Omaha	Jan. 26	Disabled	Port Said	Rudder damaged
City of Sherman	Jan. 28	Disabled	At sea	Boiler trouble
Cartoca	Jan. 23	Abandoned	At sea	Total loss
Carroll A. Deering	Jan. 31	Abandoned	At sea	Not stated
Cold Harbor	Jan. 30	Disabled	At sea	Not stated
Dionyssios Stathatos	Jan. 2	Disabled	Bermuda	Leaking
Docteur Pierre Benoit	Dec. 31	Disabled	Saigon	Rudder and steerer trouble
Dundrum Castle	Jan. 5	Grounded	Algoa Bay	Not stated
Delco	Jan. 13	Disabled	St. John's	Lost propeller
Defiance	Jan. 18	Disabled	Off Norderney lightship	Not stated
Deroche	Jan. 19	Disabled	Newport News	Not stated
Decatur Bridge	Jan. 18	Disabled	Off Leixoes	Lost blades
Dungannon	Jan. 29	Grounded	Off Carysfort Reef	Not stated
Dochra	Jan. 27	Disabled	Boston	Steerer trouble
Donald I	Jan. 15	Abandoned	At sea	Total loss
Duke of Cornwall	Jan. 10	Disabled	Marseilles	Condenser tubes leaking
Delanson	Jan. 26	Disabled	Falmouth	Broken propeller
Ek	Jan. 2	Grounded	Albi Bay	Keel bent
Ethelaida	Jan. 4	Holds flooded	Bombay	Not stated
Ethan Allen	Jan. 5	Grounded	Off Narvik	Leaking
Ekelund	Jan. 13	Fire	At sea	Abandoned
Espana	Jan. 10	Grounded	Gulf of Ancud	Not stated
Edouard Jeramec	Jan. 11	Fire	Dartmouth	Not stated
Eastern Soldier	Jan. 20	Collision	Rotterdam	Not stated
Evergreen City	Jan. 12	Disabled	Constantinople	Blade broken
Emigrant	Jan. 24	Grounded	Off Ellis Island	Not stated
Ella	Jan. 24	Collision	Off Ellis Island	Sinking
Erwin J. Luce	Jan. 26	Heavy weather	At sea	Heavy
Eastern Star	Jan. 30	Grounded	Off Hanso	Leaking
Frank Brainard	Jan. 8	Disabled	Jacksonville	Not stated
Fred E. Richards	Jan. 27	Lost tow	Sandy Hook	Not stated
General Napier	Dec. 22	Collision	Piraeus	Slight
Gregorios	Jan. 11	Cargo afire	Constantinople	Not stated
Granville R. Bacon	Jan. 18	Disabled	Key West	Lost forestay sail
G. J. Boyce	Jan. 25	Lost rudder / Grounded	Off Cuba	Total loss
Henry R. Mallory	Jan. 11	Disabled	Gibraltar	Mach. trouble
Hybert	Jan. 19	Struck dock	Wilminton	Not stated
Hahira	Jan. 28	Engine trouble	New York	Slight
Henry Steers	Jan. 25	Foundered	Jacobs dock	Total loss
Hauppauge	Jan. 29	Fire	New York	Not stated

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name of vessel	Date	Nature	Place	Damage resulting
Joshua Lovett	Jan. 14	Collision	New York	Not stated
Joseph Pulitzer	Jan. 14	Disabled	Chignik	Lost rudder
Joseph Seep	Jan. 10	Collision	Venice	Not stated
J. H. Devereaux	Jan. 16	Disabled	Off Pollock Rip Slue	Engine trouble
John Shaw	Jan. 11	Disabled	Douglas	Lost blades
Johnson City	Jan. 28	Disabled	Ponta Delgada	Lost propeller
Keyingham	Dec. 30	Heavy weather	At sea	Lost deckload
K. I. Luckenback	Jan. 4	Disabled	Off Bishogh	Condenser and boiler trouble
Keshena	Jan. 7	Disabled	Off Sable Island	Broke propeller
Knoxville	Jan. 18	Disabled	Falmouth	Tubes and pumps damaged
Kamarima	Jan. 11	Disabled	Ponta Delgada	Boiler trouble
Kate G. Pederson	Feb. 1	Disabled	Sydney	Lost rudder
Lake Galewood	Jan. 4	Short fuel	At sea	None
Lansing	Jan. 7	Disabled	San Francisco	Engine trouble
Lake Blanchester	Jan. 13	Grounded	Off Hillsboro light	Not stated
Lake Flovilla	Jan. 18	Disabled	Barbados	Mach. trouble
Liege	Jan. 16	Grounded	Antwerp	Windlass damaged
Le Coq	Jan. 19	Disabled	Falmouth	Boiler trouble
Lake Fanbush	Jan. 21	Grounded	Off Balboa	Not stated
Lithopolis	Jan. 25	Collision	Off Stapleton	Not stated
Lake Geyser	Jan. 26	Disabled	Bermuda	Steerer trouble
Managua	Jan. 4	Collision	New Orleans	Leaking
Mobile City	Jan. 11	Leaking	Seattle	Not stated
Macoris	Jan. 19	Disabled	Key West	Ballast tank leaking
Maple Branch	Jan. 1	Struck pier	Balboa	Slight
Modica	Jan. 28	Disabled	St. Michaels	Broken frames
Manatee	Jan. 10	Disabled	London	Steerer trouble
Mercer Victory	Jan. 21	Heavy weather	At sea	Deck damaged
Mimosa	Jan. 27	Heavy weather	Roads of Malmo	Deck damaged
Merrymount	Jan. 24	Grounded	Boston	Leaking
Mary Mason	Jan. 24	Foundered	Harlem river	Total loss
Mendes Barata	Dec. 28	Struck jetty	Dover	Stove in stem
Monte Pasubio	Jan. 29	Disabled	St. Thomas	Lost blades
Mehanno	Jan. 28	Grounded	London	Not stated
Milcovul	Jan. 13	Collision	Off Ymuiden	Plates damaged
Nurtureton	Jan. 5	Disabled	Falmouth	Condensers leaking
Nivoser	Jan. 8	Grounded	Barcelona	Not stated
Nemaha	Jan. 5	Disabled	Bombay	Lost blade
Newton Stanley Lake	Jan. 19	Abandoned	At sea	Total loss
No. 704	Jan. 17	Broke from tow	Off Cape Elizabeth	Missing
Northwestern Bridge	Jan. 29	Disabled	Off Bermuda	Not stated
Nettuno	Jan. 30	Fire	Jacksonville	Disabled
Oberon	Dec. 26	Grounded	Vorupur	Leaking
Oxonian	Jan. 3	Valve broken	At sea	Not serious
Ontaneda	Jan. 4	Disabled	At sea	Heavy
Olga M.	Jan. 11	Leaking	Santos	Cargo damaged
Old North State	Jan. 12	Short fuel	Halifax	None
Olympier	Jan. 13	Collision	Antwerp	Not stated
Orani	Jan. 18	Grounded	Off the Humber	Not stated
Oxford	Jan. 21	Grounded	Cape Cod canal	Not stated
Ontario No. 2	Jan. 24	Grounded	Coburg	Not stated
Ontario	Jan. 20	Disabled	Philadelphia	Engine trouble
Oklahoma City	Jan. 26	Disabled	Houston	Steerer trouble
Pearl Don	Jan. 13	Grounded	Off Shooter's Island	Not stated
Patrick Henry	Jan. 14	Disabled	Falmouth	Eccentric sheave broken
Pennyworth	Jan. 8	Disabled	Madeira	Not stated
Port Caledonia	Jan. 7	Disabled	Belfast	Lost sails and mast
Polarine	Jan. 10	Disabled	Halifax	Engine trouble
Pawlet	Jan. 7	Fire	Portland	Slight
Polar Bear	Jan. 11	Disabled	Gibraltar	Mach. trouble
Phoenix Bridge	Jan. 9	Disabled	Jacksonville	Not stated
Pachet	Jan. 6	Disabled	Queenstown	Boiler trouble
Putnam	Jan. 12	Disabled	Off Bermuda	Pump trouble
Parthia	Jan. 16	Disabled	Halifax	Steerer trouble
Phoenix	Jan. 20	Foundered	Off Robins Reef	Total loss
Parnahyba	Jan. 27	Disabled	Bermuda	Mach. trouble
President Grant	Jan. 28	Heavy weather	Danzig	Grounded
Queen	Jan. 9	Disabled	Off Point Arena	Mach. trouble
Queen Louise	Dec. 28	Disabled	Antwerp	Bunker and storeroom flooded
Quimba	Jan 17	Disabled	Off Wilmington	Not stated
Rosenhjem	Jan. 8	Missing	At sea	Not known
Red Mountain	Jan. 11	Disabled	Norfolk	Not stated
Rosefield	Jan. 20	Grounded	Galveston Island	Not stated
Radnor	Jan. 31	Grounded	Off Cape Cod canal	Not stated
Restless	Jan. 30	Fire	Jacksonville	Slight
Salahadji	Jan. 6	Disabled	Fayal	Engine trouble
Sabotawan	Jan. 6	Disabled	Gibraltar	Steerer trouble
Sark	Jan. 7	Grounded	Santos	Cargo damaged
Stiklestad	Jan. 13	Disabled	Falmouth	Steerer trouble
San Nazario	Jan. 17	Short fuel	Key West	None
Susie B. Dantzler	Jan. 17	Wrecked	Off Frontera	Total loss
Storegrund	Jan. 18	Heavy weather	At sea	Lost masts
Saxon	Jan. 21	Disabled	Key West	Steerer trouble
Stella	Jan. 20	Collision	Rotterdam	Slight
Sultan Van Langkat	Jan. 21	Short fuel, disabled	St. John's	Steam pipe broken
Stewart A. Salter	Jan. 21	Grounded	Falkners Island	Sprung leak
Searsport	Jan. 17	Broke from tow	Off Cape Elizabeth	Missing
Siam	Jan. 18	Disabled	Colon	Ballast tank leaking Bilge pipes broken
Santa Alicia	Jan. 18	Disabled	Off Cape Flattery	Leaking
Sestri	Dec. 27	Fire	Leghorn	Holds flooded
Sidlaw Range	Jan. 30	Disabled	Off Scotland	Lost blades
Somerset	Jan. 22	Gale	Hamburg	Rudder damaged
Suwied	Jan. 25	Collision	Off Stapleton	None
Sea Foam	Jan. 19	Heavy weather	Off Point Reyes	Lost deckload
St. Blazey	Jan. 25	Grounded	Murray's Anchorage	Not stated
Susan B.	Jan. 27	Collision	Off Tompkinsville	Not stated
Starlight	Jan. 12	Disabled	Falmouth	High pressure cylinder trouble
Tyne	Jan. 6	Collision	St. Michael's	Not stated
Tollard	Jan. 10	Disabled, short fuel	Bermuda	Tanks leaking
Trimountain	Jan. 20	Grounded	Fall River	Bottom damaged
Thelma	Jan. 19	Collision	Wilmington	Not stated
Thetis	Jan. 30	Grounded	Adonis Creek	None
Ucayali	Jan. 12	Disabled	Callao	Bottom damaged Mach. trouble
Urundi	Jan. 10	Grounded	Cuxhaven	Not stated
Utsire	Jan. 4	Grounded	Off Mehavn	Propeller and bottom damaged.
Volunteer	Jan. 5	Disabled	St. Michael's	Turbine mach. trouble
Viking	Jan. 9	Disabled	Fayal	Mainmast broken
Victorious	Jan. 11	Disabled	At sea	Not stated
Vittorio Emanuele III	Jan. 12	Disabled	At sea	Not stated
Willdomino	Jan. 5	Disabled	St. Michaels	Steerer damaged
	Jan. 25	Fire	London	Not stated
Wieldrecht	Jan. 13	Disabled, short fuel	Halifax	Boiler trouble
West Amargosa	Jan. 13	Disabled	Bizerta	Mach. trouble
Winyah	Jan. 8	Disabled	Bermuda	Engine trouble
Western Light	Jan. 5	Collision	Off Galveston	Slight
West Holbrook	Jan. 7	Disabled	Honolulu	Pump trouble
West Eldara	Jan. 7	Struck dock	Honolulu	Dented plates
Waterbury	Jan. 6	Disabled	Bermuda	Propeller trouble
Waccamaw	Jan. 17	Broke from tow	Off Cape Elizabeth	Missing
Worden	Jan. 17	Disabled	Key West	Mach. trouble
West Celina	Jan. 2	Disabled	Bermuda	Not stated
West Helix	Jan. 25	Disabled	St. Michaels	Engine trouble
Winyah	Jan. 27	Disabled	Provincetown	Condenser trouble
West Alcoz	Jan. 27	Short fuel	New London	None
West Grove	Jan. 23	Disabled	St. Michaels	Mach. trouble
Winfried	Jan. 27	Disabled	St. Michaels	Leaking
Western Knight	Jan. 31	Grounded	Off Aden	Not stated
Yute	Jan. 18	Missing	At sea	Not known

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Activities in the Marine Field

Latest News From Ships and Shipyards

Seek Coal Carriers for Early Loading

BY H. C. MEADE

COAL tonnage for early loading is in good demand and while the shippers have lined up a fair amount of capacity the boats will not report for cargoes for some time. A number of steamers have been named to take cargoes at Huron and tonnage is wanted at Lorain, Conneaut and Toledo, but it is not coming out freely. The question of rates has not been decided and no such action will probably be taken until contracts for the season are made. Some of the mines in the Ohio and Pennsylvania districts are idle owing to the light demand in local trades and the indications are that a large amount of coal will be floated before the opening of the season. The freight market in other lines is very quiet. The general opinion is that it will be close to sailing time before any action is taken in regard to carrying charges on ore. A large part of the ore that will be moved next season has been covered by long time contracts. A little figuring for tonnage for opening shipment has been done in the grain trade but no charters are reported and it is not likely that much business will be done until the bill of lading question is settled. No grain has been loaded into vessels at any of the upper lake ports. The underwriters were pretty hard hit by strandings during the latter part of the season. A number of steamers are in drydock and some owners are figuring on making changes in boats.

* * *

The steamer HOMER D. WILLIAMS set a record freight movement by a bulk freighter for the navigation season of 1920 by having moved a total of 462,498 tons of iron ore, coal, and stone. This record exceeds by 3312 tons the previous high record as set by the steamer COL. JAMES M. SCHOONMAKER in 1916.

* * *

Service on Lake Huron will be discontinued during the 1921 season by the Detroit & Cleveland Navigation Co. This action is taken because of the expense of operation imposed upon the line by the LaFollette seamen's act.

* * *

The old lake steamers BETHLEHEM and NORTHERN WAVE were sold recently by United States marshals at Philadelphia. The boats have been tied up there for some time.

* * *

The carferry steamer ONTARIO No. 2 went ashore at Coburg recently and sustained extensive internal damage.

* * *

At the annual meeting of the Great Lakes Towing Co. held recently at Jersey City all the directors were re-elected as follows: L. M. Bowers, H. G. Dalton, C. W. Elphicke, S. L. Mather, James Davidson, T. F. Newman, G. A. Tomlinson, J. H. Wade Jr., H. S. Wilkinson, Charles L. Hutchinson, C. D. Dyer, J. C. Evans, L. C. Hanna Jr., Thomas Johnson and H. E. Gilpin.

* * *

The steamer M. A. REEB will have her stanchions and beams taken out at the yard of the Buffalo Marine Construction Corp., Buffalo. These will be replaced with arch construction. The steamer G. J. GRAMMER is having hull repairs made at the same yard.

* * *

Capt. Archie M. Williams, United States assistant inspector of steamboat hulls at Buffalo, died on Feb. 1 after an illness of several months. Captain Williams was born in Massachusetts 55 years ago, but went to live in Cleveland when a small boy. For several years he was connected with the advertising department of one of Cleveland's evening newspapers. Later he took to sailing and became one of the best known masters on the lakes. He sailed for the Gilchrist Transportation Co. for a time and then went to Shaw & Eddy. His last command was the steamer CITY OF BANGOR. He was appointed assistant inspector in August, 1919.

* * *

Work has been started by the Chicago & Northwestern railroad on the extension to No. 3 ore dock at Ashland, Wis. The plans call for a wooden addition 1000 feet long erected to the harbor line and containing 140 pockets, 70 on each side. When completed the dock will have a total length of 2200 feet and will have 340 pockets, each pocket having capacity to hold as high as 250 tons.

* * *

The White Star line will curtail passenger and package freight service next season over the various divisions where the burdens imposed upon the company by the LaFollette seamen's act are too great.

* * *

Plans are being made for the construction during the coming year of a harbor at Toledo which will be nearly 40 miles square fully protected and clear of all bridges and obstructions. A breakwater built across the natural bar in Maumee bay will bring about the desired results.

* * *

Officials of the Big Four railroad have asked the government for permission to close two bridges at Cleveland in order to make repairs. The matter was taken up at a recent meeting of the United States engineer in charge of that district, vesselmen, and shipping interests, and it was agreed that the shippers and vessel owners would accept any inconvenience entailed provided the work would be completed not later than March 15. In case the railroad fails to comply, the government reserves the right to finish the work and in all respects to treat it as an unauthorized obstruction. Everything indicates that the work will be completed within this time.

* * *

The tug MAINE was launched at the yard of the Great Lakes Towing Co. on Jan. 15. The tug will be completed and ready for business by the opening of navigation next spring.

* * *

The McDougall-Duluth Co. has received contracts to build five Erie canal boats. The shipyard of the company at Duluth will resume operations on March 4.

* * *

At the annual meeting of the Licensed Tugmen's Protective association held recently at Sandusky resolutions were passed recommending the adoption of the bill introduced in the United States senate by Senator Johnson of California. The bill provides for the placing of navigators, including tugmen and longshoremen under the jurisdiction of the states out of which they are employed so that they may avail themselves of the state compensation laws.

* * *

Frank B. Smith has resigned as fleet engineer for the Pittsburgh Steamship Co., but will remain with the company in an advisory capacity. He was with the Lake Superior Iron Co. when the original Pittsburgh Steamship Co. was formed to operate steamers ordered by the Carnegie Steel Co. When the United States Steel Corp. was organized and the vessels of a number of fleets were taken over, he was made assistant engineer for the Pittsburgh Steamship Co. He was appointed fleet engineer in 1905. Walter J. Harsant, who was assistant to Mr. Smith for several years, has been named to fill the vacancy.

* * *

The name of the steamer ALEXIS W. THOMPSON of the Valley Steamship Co. will be changed to WILLIAM H. BECKER.

* * *

The steamers MUNISING and CLETUS SCHNEIDER will be reconstructed at the Ashtabula yard of the Great Lakes Engineering Works during the winter. The hatches of the MUNISING will be made 12 feet, she will be arched and will get new tank tops. The SCHNEIDER will get a new tank top and her beams and stanchions will be cut out and the hold rebuilt on the Herriman plan.

* * *

Justice Louis W. Marcus of the supreme court of the state of New York

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has been elected a director of the Great Lakes Transit Corp., Buffalo, to succeed his brother, the late Marvin M. Marcus. Edwin C. Andrews was made second vice president to fill the office formerly held by M. M. Marcus.

* * *

A. D. Thompson, prominent in financial and ore mining circles, died at Palm Beach, Fla., on Feb. 8, after a prolonged illness. He was one of the original promoters of the Duluth, Missabe & Northern railroad and a member of the firm of A. D. Thompson & Co., grain dealers, Duluth.

Late News From Atlantic Seaboard

APPROVAL for construction of a new channel in the harbor of Plymouth, Mass., recently has been given by Secretary of War Baker. The report recommends construction of a channel 15 feet deep at mean low water and 150 feet wide northwesterly from Craig's northerly wharf for a distance of 900 feet and a turning basin 300 feet square at the end of the channel. Cost of the project is estimated at $102,000; of which the army engineers recommend the federal government pay $51,000, provided the state of Massachusetts assume responsibility for the remainder.

* * *

The North American Steamship Co., Boston, recently has been incorporated with Robert S. Smith, captain and marine constructor of New York, as president. W. D. Moroney is treasurer and Louis Levy is secretary and general manager. The company plans to give Boston a direct freight service to Irish ports.

* * *

Anchor line service between Boston and Glasgow will be resumed March 7, the steamer MASSILIA being selected for the initial sailing. The Anchor line has announced also that two 10,000-ton steamers now under construction are to be placed in the Boston-Glasgow service in the near future.

* * *

Under a new arrangement some of the steamers leaving Costa Rica for Boston will call at the Canal zone to pick up cargo destined for Boston. The United Fruit Co.'s steamer SAN MATEO inaugurated this new service.

* * *

Replying to a protest from Senator Lodge of Massachusetts against the removal of 11 shipping board vessels from Boston to Hampton Roads, Chairman W. S. Benson of the shipping board reported the withdrawal of the ships was temporary and was ordered because the climatic conditions at Hampton Roads were better than at Boston.

* * *

Steamship service between Boston and Montreal, via the St. Lawrence river, is contemplated by the Canadian Steamship Lines. Ltd. It is proposed to place two 8000-ton steamers on the route, and to have them call at Halifax, N. S., Charlottetown, P. E. I., St. Johns, N. F., Quebec and Montreal.

* * *

The old steamer STATE OF MAINE has ended an eventful 40-year life. Built in 1882 at the yard of Goss, Sawyer & Packard, Bath, Me., she ran for years as a passenger and freight boat between Boston, Portland and St. John, N. B. For the past year or two she has been used as a sort of floating boarding house in connection with the Hog Island shipyard and recently sank at the wharf.

* * *

According to a recent report from Antwerp, a new steamer line is to be established between that port and New York. The preliminary tonnage of 20,000 tons is to be supplied by the North German Lloyd. Plymouth and Antwerp, New York and Boston are to be the ports touched.

* * *

The steam trawler ROSEWAY was recently sold at United States marshal's sale at Boston to satisfy claims against the vessel. She was bid in by J. F. O'Hara for $15,250. The appraised value of the vessel is $40,000.

* * *

Owing to the prevailing depression in ocean freight, the Warren Transportation Co., Boston, recently turned back to the United States shipping board, seven of its steamers. They include the CRANE CREEK, LAKE GASPER, LAKE GRAVITY, COVERUN, LAKE GRANBY, COUPARIE and COURTOIS. It is understood these boats soon will be numbered with the hundreds of other shipping board steamers tied up in the James river and in Hampton Roads.

* * *

The Lehigh Valley Transportation Co., which for many years has operated a big fleet of barges between Perth Amboy, N. J., and New England, recently was purchased by New York interests and henceforth will be known by its original name, Bee Line Transportation Co. Capt. David R. Chase, Quincy, Mass., is to be general manager of the new concern.

* * *

Tentative plans to keep the destroyer plant at Squantum, Mass., in operation were outlined recently by a subcommittee of the house committee on naval affairs. The plant, which was built early in the world war at a cost of $14,000,000 has little commercial value and the subcommittee will recommend it be used partly as a service and repair base for destroyers and submarines and partly as a storehouse for naval supplies.

* * *

Conforming to the practice of the United States Mail Steamship Co. in naming its steamers in honor of former presidents of the United States, it is understood that the name of the MOUNT VERNON will be changed to PRESIDENT JACKSON.

* * *

The Betts Lighterage & Wrecking Co. recently has been incorporated for $100,000, with its main office in Boston.

* * *

The oil tanker INDIA ARROW, third of four bulk oil steamers to be constructed for the Standard Transportation Co., New York, was launched recently at the Fore River, Mass., works of the Bethlehem Shipbuilding Corp. The INDIA ARROW is 485 feet long, 62 feet 6 inches beam, 39 feet 6 inches depth and about 27 feet draft.

* * *

Rates on freight shipments from Boston to Portland, Me., have been reduced 10 per cent by the Eastern Steamship Lines, Inc., following a similar cut by the Burton Steamship Co.

* * *

The American Maritime Co. has been incorporated in Boston for $50,000 to buy and sell vessels.

* * *

Frederick A. Briggs, general agent of the Canadian Steamship Lines, Ltd., recently announced plans of his company now under consideration provide for two 8000-ton steamers, with accommodations for 200 passengers and of 4000-ton freight capacity. The company has under consideration also a Boston-Halifax service making direct connections with Montreal steamers.

* * *

A voluntary petition in bankruptcy has been filed in the United States district court by the Lowrance Navigation Co., Boston. Its liabilities were given as $160,477.71 and assets as $101,827.68.

* * *

According to a new regulation of the United States public health service, consular bills of health and quarantine inspection are not required for vessels plying between Canadian Atlantic ports and United States ports as far south as Boston.

* * *

The 4-mast schooner ALCAEUS HOOPER was launched recently at Stockton Springs, Me. Capt. D. A. Nash, formerly of the schooner ERNEST A. MILLS, will command the new craft.

* * *

The schooner ESPERANTO of Gloucester, Mass., which won two straight heats in the international fishing vessel championship over a 40-mile course off Halifax last November against the Canadian schooner DELAWANA, is offered for sale by the Gorton-Pew Vessels Co.

* * *

The Gloucester, Mass., fishing schooner GEORGIANA recently was sold to Capt. T. P. Kemp, of Newfoundland, and the vessel will be enrolled under the British flag.

* * *

A notable addition to Boston's ship repair facilities will be the big floating drydock at the Fore River shipbuilding plant, Quincy, Mass. It will be capable of taking in a vessel of 10,000 tons. The dock, which is constructed with pontoons, will have 18 feet of water over the sill at low tide. It is 525 feet long and 92 feet wide on top.

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Urge Enforcement of New Shipping Act

For sustained interest, no past convention of the National Merchant Marine association can measure up to the convention at Washington on Jan. 20 and 21. Scarcely had Senator Joseph E. Ransdell of Louisiana, completed his opening address and introduced Senator Wesley L. Jones, of Washington, who was the second speaker, than Senator Jones dropped his bombshell in the way of the charge that British interests have been and now are seeking to cripple the American merchant marine. For the remainder of the 2-day session this topic was paramount.

In addition to electing officers and listening to well nigh a score of instructive addresses, the convention adopted nine resolutions, beginning with one urging the "immediate and faithful enforcement of the merchant marine act of 1920." No. 3, of the resolutions reads: "Resolved, that private American enterprise must be encouraged to engage in shipping through the means of national aid and wherever found necessary by the shipping board, to the end that American ships under the American flag may operate in competition with foreign ships in the same trade."

The spirit of optimism and confidence that pervaded the convention was shown in the resolution that "We deplore pessimism and destructive criticism and we respectfully urge upon congress and upon the people of the United States a spirit of optimism, and a firm determination to achieve, in spite of all difficulties, our national purpose of developing and maintaining an American merchant marine for the national defense and for the proper growth of our foreign and domestic commerce."

Repeal of the Panama canal tolls on American vessels, support for the shipping board in giving the merchant marine act a fair trial, and aid to American shipping to offset higher operating costs, were strongly urged by Senator Randsell.

Admiral W. S. Benson, chairman of the United States shipping board, said "now that we are ship independent we should not only think in terms of immediate need but also remember always that in time of national stress these vessels are of invaluable aid as naval auxiliaries." W. Averell Harriman uttered a plea for those shipping companies which have purchased vessels under the high prices asked by the shipping board. These companies, he warned, face bankruptcy. He protested against shipping board competition in trades which have been built up by privately owned lines. Mr. Harriman said that the American merchant marine at present is in a very unhealthy state, but that he believes "the infant will survive."

P. A. S. Franklin, president of the International Mercantile Marine Co., urged reorganization of the federal operation of the merchant marine to create conditions favorable to the purchase of government-owned ships by private interests. J. W. Powell, vice president of the Bethlehem Shipbuilding Corp., declared that the principal problem facing shipbuilders at this time "is that of producing ships at the lowest possible figure, and the factor of labor costs is vital." Other addresses before the convention were made by Homer L. Ferguson, president of the Newport News Shipbuilding & Drydock Co.; J. Parker Kirlin, general counsel of the American Steamship Owners' association, and Frank C. Munson, president, Munson Steamship lines.

Marine Firms Organize

Shipbuilders and manufacturers of marine equipment and supplies have organized an association designed to advance the interests of its members, to promote good will between those who buy and those who sell marine equipment and supplies, to promote and supervise exhibits, to co-operate with other associations in the marine field in order that their efforts for advancing the design, construction and operation of ships shall be most productive.

The organization has taken the tentative name of the Marine Equipment Manufacturers' association. Membership will be confined to those who build or repair ships or make or sell marine equipment or supplies, to manufacturers of or dealers in machinery or appliances for building, repairing or loading ships, to marine insurance companies or brokers and to publishers of regularly issued business papers devoted to marine subjects.

The Marine Equipment Manufacturers' association plans closely to parallel the work done by similar organizations in the foundry and railroad fields. Plans call for the holding of one large marine exposition yearly, clarifying the situation which has resulted in one show having already been held in New York with additional expositions definitely fixed for Philadelphia and New Orleans and being promoted for Chicago, San Francisco, Baltimore and Boston.

The efforts of the association will not run counter to those of the National Marine league which has fostered the New York and Chicago shows held during the past year. The association, however, will arrange to handle the marine expositions on a cost basis to the exhibitors and thus effect a tremendous saving. Other associations in the marine field will be asked to unite in holding their annual meetings at the same time in order to promote the gathering of the greatest possible number of buyers and sellers under the most favorable conditions.

Temporary officers are now drafting a constitution for consideration at a meeting to be held soon for permanent organization purposes. The officers chosen are Edward A. Simmons, Simmons-Boardman Publishing Co., New York, acting president and K. L. Ames Jr., American Steel Foundries, Chicago, acting secretary.

The association was organized in New York on Jan. 28. Among those who attended or who signed the call for the meeting were the following:

American Car & Foundry Co., New York.
American Engineering Co., Philadelphia.
American Steel Foundries, Chicago.
Baltimore Dry Docks & Shipbuilding Co., Baltimore.
Bethlehem Shipbuilding Corp., Bethlehem, Pa.
Brunswick Refrigerating Co., New Brunswick, N. J.
Coen Co., San Francisco.
Columbian Bronze Corp., New York.
Columbian Rope Co., Auburn, N. Y.
Charles Cory & Son, Inc., New York.
Crane Co., Chicago.
Cutler Hammer Mfg. Co., Milwaukee.
Electro Dynamic Co., Bayonne, N. J.
Estate of Adolph Starke, Brooklyn, N. Y.
Fairbanks, Morse & Co., Chicago.
Federal Bending Machine Co., Bayonne, N. J.
Gold Car Heating & Lighting Co., New York.
Griscom-Russell Co., New York.
Horn Mfg. Co., Jersey City, N. J.
Hyde Windlass Co., Bath, Me.
International Nickel Co., New York.
Locomotive Superheater Co., New York.
Marine Decking & Supply Co., Philadelphia.
Marine Engineering, New York.
Marine News, New York.
Marine Review, Cleveland.
Naval Co., Philadelphia.
Niles Bement-Pond Co., New York.
Page Steel & Wire Co., New York.
Paige & Jones Chemical Co., New York.
Pacific Marine Review, San Francisco.
Pneumercator Co., New York.
Pyle-National Co., Chicago.
Shepard Electric Crane & Hoist Co., Montour Falls, N. Y.
Steward Davit Equipment Corp., New York.
Sperry Gyroscope Co., Brooklyn, N. Y.
Texas Co., New York.
W. & J. Tiebout, New York.
Todd Shipyards Corp., New York.
Wailes, Dove, Hermiston Corp., New York.
Wall Rope Works, New York.
C. H. Wheeler Mfg. Co., Philadelphia.
Westinghouse Electric & Mfg. Co., East Pittsburgh, Pa.
Williams & Wells Co., New York.
William E. Williams Valve Co., Brooklyn, N. Y.
C. A. Woolsey Paint & Color Co., Jersey City, N. J.

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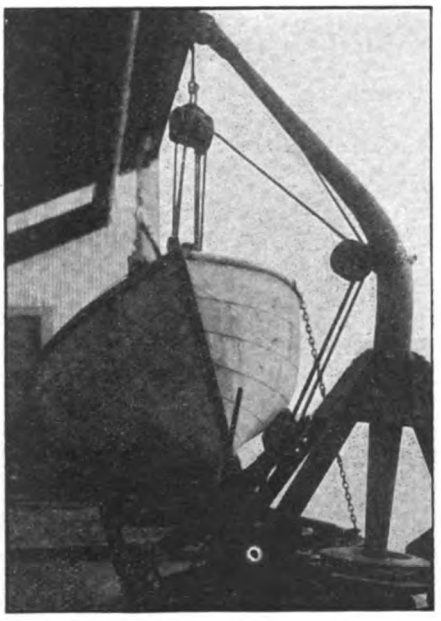
Equipment Used Afloat, Ashore

Life Boat Appliance—Hose Couplings

IN THE rapid development of navigation during the past two decades, special attention has been directed to the question of improved life-saving appliances. This demand encouraged an inventor of Holland, Ane P. Schat, to evolve a system of davits radically different from any heretofore used on vessels and designed better to fulfill the purpose for which davits are intended.

The lifeboat, under the Schat system, lies in two chocks, each consisting of two pieces rigidly fixed to the deck and providing a point of support to



LIFE BOAT IN COLLAPSIBLE CHOCK

the movable part of the chock, which is mounted in rotary manner between the two fixed parts. The pivot being out of the line passing through the keel of the lifeboat, the collapsible members of the chocks, supporting the weight of the boat, will always be inclined to collapse. This collapsing is prevented by a camhook for one or both chocks, mounted on a rod, which rod is provided with a handle. One of the features of these chocks is that the force, exerted upon the locking element, acts in such a way that only a slight physical force is required to operate the chocks.

The davits are mounted in frames and the lifeboat lies between them in her chocks, mounted in such a way that the straight lower part of the davits is at an angle of 20 degrees with the perpendicular line on the deck. Davits being at such great angle with the vertical line, they will, by gravity, have a tendency to swing out as soon as the lifeboat is released; and a special brake is required to control the rotary speed of the davits in such a way that they can be stopped at any required position.

The upper block is not connected to the davit head but is suspended from a rope, which is, in turn connected by means of a bell crank and brake levers to brake shoes, so arranged that it can, at will, be forced into the groove of a disk brake fixed on the straight part near the lower bearing of the davit.

The operation now is as follows:

By turning the handle of the chocks, the movable part of the chocks is freed and the latter, under the lifeboat's weight, will collapse. The lifeboat losing its support, will come down to hang from the tackles.

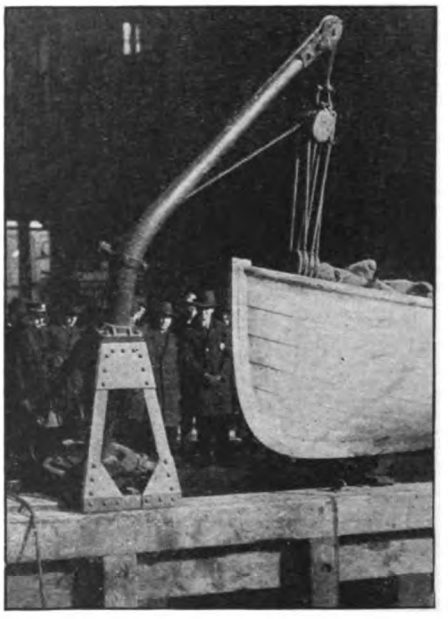
At the same moment, the davits, with the lifeboat hanging from them will have a tendency to swing outward; but at that instant, the brakeshoes automatically are forced into the groove of the disk brake, the wire rope straining by the weight of the lifeboat. Thus a premature swinging out of the lifeboat is prevented by a braking gear, acting automatically.

To swing out the lifeboat, which, after dropping the chocks, remain hanging inboard. the push on the brake shoes is reduced by turning a handle and it is necessary only to let go of this handle to stop the swinging of the lifeboat.

Swinging out the boat, the davit heads move in a downward direction. As the distance between the heads and the ship's deck becomes shorter, the grips get some slack, so that they are simply released from the sliphooks without the necessity of preparatory operations, such as the usual loosening of slip hooks, stretching screws, etc.

Since the braking mechanism is actuated by the load, there is a constant proportion between the braking power and the load so that, without any change in the adjustment, the boats can be swung out whether empty or loaded. Furthermore, this system enables either an empty or loaded lifeboat to be swung out automatically where there is a list of about 20 degrees. When swinging out a lifeboat on the lower side of a ship with a 20-degree list, the davits can be easily stopped at any point, so as to keep the lifeboat always close to the ship's side. The release of a fully loaded life boat from her chocks and swinging it out, it is said, can be done by one man in less than 30 seconds.

The braking mechanism is adapted to reduce the pressure on the brake shoes as slightly as may be desired, so that the speed of swinging out may remain under absolute control. When the operator releases the lever, the brake shoes are immediately and automatically applied and the outward movement of the davits is instantly arrested until the lever is again operated. The International Nautical



DAVIT IN LOWERING POSITION

Trading Co., Rotterdam, Holland, controls the Schat system, acting as the holding company of the patents. L. Van Herk, managing director, is now located in New York.

Eight new steamships of the Holland-America line are being equipped with the Schat appliance, as well as a large number of other Dutch and British passenger and cargo vessels.

Late Marine Patents

Copies of any one of these patents can be obtained by forwarding 25 cents in stamps to Siggers & Siggers, patent attorneys, National Union building, Washington, mentioning MARINE REVIEW.

1360258—Steering gear for torpedoes, Louis M. Aspinwall, Pittsburgh, assignor to Westinghouse Electric & Mfg. Co.

1360259—Horizontal steering gear for torpedoes, Louis M. Aspinwall, Pittsburgh, assignor to Westinghouse Electric & Mfg. Co.

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1360325—Horizontal steering gear for torpedoes, Karl A. Simmon, Edgewood Park, Pa., assignor to Westinghouse Electric & Mfg. Co.

1360361—Log raft, Fred Blewer, Port Blakely, Wash.

1360755—Life saving apparatus, Harold Jordan, Copenhagen, Denmark.

1360968—Towing vessels, Thomas S. Miller, South Orange, N. J.

1361165—Lifeboat securing device, Ernest P. Manly, Portsmouth, Va.

1361358—Periscope, Charles H. Bedell, Groton, Conn., assignor to Electric Boat Co., New York.

1363078—Propelling means for boats, Asher R. Bauer, Allentown, Pa.

1363235—Boat, C. J. J. Louis De Vos, Rotterdam, Netherlands.

1363266—Seagoing apparatus for raising sunken vessels, Enos B. Perie, Brooklyn, N. Y.

1363937—Submarine boat, Charles H. Wagner, Washington.

1363961—Rudder, Walter N. Davis, Richmond, N. Y.

1364143—Raising sunken vessels, Jesse W. Reno, New York.

1364293—Ship's port light and dead light, Benjamin Mawson, Liverpool, and Alfred Kennedy, Litherland, near Liverpool, England.

1364337—Diving bell, Manley A. White, Beverly, Mass.

1364465—Ship's light, Thomas Utley, Liverpool, England.

1364719—Marine vessel, Hugh R. Collier, Beaumont, Tex.

1364730—Keel support with clamps for life boats, Jacob DeBeer, Rotterdam, Netherlands.

1364911—Safety boat, Joseph Aedo, Newhall, W. Va.

1364923—Power boat, August Faber, New York.

1364961—Ship, James M. Thompson, Buffalo.

1365138—Propelling mechanism, James S. Whitaker, San Francisco.

1359798—Collapsible boat—Lorenzo Ferrari, Oakland, Cal.

1359806—Collapsible boat—Victor Holmstrom, Detroit.

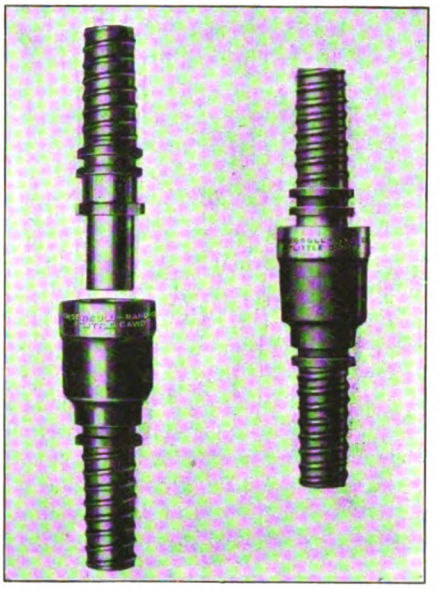
1360105—Boat drive and control—John Flisek, Steubenville, O.

1360132—Hull board construction—J. E. Mitchell and Dennis Parks, St. Louis.

1360182—Method for propulsion of ships, boats and flying machines—S. V. Cortes, Valparaiso, Chile.

Improved Hose Coupling

A hose coupling with several new and important features recently has been placed on the market by the Ingersoll-Rand Co., New York. It will be distributed as an accessory to the line of pneumatic tools manufactured by this company.



COUPLING FOR AIR HOSE

Design of the new coupling has been with the view to overcoming leakage troubles. Its main features are its sturdiness and simplicity, and an all around ability to stand lots of abuse without affecting its service. Actual tests over long periods of service have fully demonstrated its reliability.

The coupling consists of two parts, male and female. The female end is fitted with a V-shaped rubber gasket providing an air tight joint. The gasket is prevented from blowing out should the coupling accidentally be disconnected under pressure, by a protective shoulder inside the coupling. The female end is exceptionally sturdy, there being no exposed parts which might be liable to injury and cause jamming or sticking.

The locking shoulders are heavy with large bearing surfaces. The locking spring is strong and durable, and can be replaced if necessary. The parts are made of a metal not subject to ordinary rusting or corrosion. The male end has a very liberal bearing in the female end which assures alignment and long wear. Another feature is the absence of any outer sleeve exposed to injury. The air ports are straight and of uniform diameter, offering least restriction to the air. The couplings may be connected or disconnected by a quarter turn. A groove in the hose end of each part allows using a hose clamp to attach securely to the hose.

These couplings are manufactured in ½-inch and ¾-inch sizes, which are interchangeable; that is, a ½-inch male piece may be used with a ¾-inch female end or vice versa. Gaskets also are interchangeable between the different sizes.

Business News for the Marine Trade

Capitalized at $350,000, the Meneely Brass & Bronze Co. recently was incorporated with headquarters at Watervliet, N. Y., by A. H., G. Y. and E. A. Meneely.

The Buffalo Forge & Iron Corp., Buffalo, has been incorporated with a capital stock of $350,000, by R. T. Chamberlain, H. W. Connarro and J. B. Jones, Batavia, N. Y.

Recently incorporated under the laws of New York state, the Simons & Schmadeke Co., Brooklyn, N. Y., which is capitalized at $25,000, will engage in the manufacture of metal patterns, etc. The company was incorporated by G. S. Simons, J. F. and H. R. Schmadeke, 497 Union street, Brooklyn, N. Y.

The capital stock of the Cayuga Forging Corp., Auburn, N. Y., recently was increased from $40,000 to $90,000.

Capitalized at $100,000, the Smith & Terry Transportation Co., Brooklyn, N. Y., recently was incorporated by A. H. Strickland, John Potts and William A. Hatfield. The same men were named as incorporators of the Smith & Terry Towing Co., which is capitalized at $100,000 and the Smith & Terry Coastwise Co., which is capitalized at the same figure. All three companies were chartered in Delaware.

To operate boats, vessels, etc., the Barr Shipping Corp. recently was chartered in Delaware with a capital stock of $900,000, by Harry K. Barr, R. R. Barr and J. L. Glennon, New York.

The Great Lakes & Atlantic Transport Corp., Albany, N. Y., has been incorporated with $10,000 capital stock, by M. R. Hunter, H. A. O'Day and S. V. Ryan.

Capitalized at $225,000, the B. B. M. Ice & Refrigerating Machine Co. recently was incorporated in Delaware, by C. T. Cohee, C. B. Outten and R. E. McCloskey.

The Superior Welding & Repair Co., Irvington, N. Y., has been chartered under the laws of New Jersey with a capital stock of $50,000, by Paul Schilling, Carl Fix and Louis Bachstaetter, Newark, N. J.

Air port ventilators will be manufactured by the Kenneweg Corp., Brooklyn, N. Y., which was recently incorporated with a capital stock of $50,000, by G. E. Biot, W. C. Kenneweg and H. F. Ruge, 345 East Twelfth street, New York.

The capital stock of the Carlson Hoist & Machine Co., Brooklyn, N. Y., recently was increased from $6000 to $50,000.

The Metropolitan Iron Pipe & Nipple Works, New York, has been incorporated with a capital stock of $10,000, by S. and P. Luke and B. Leibowitz, 6 Forsyth street.

The Long Island Tinsmith Co., New York, recently was organized under the laws of New York state with a capital stock of $5000, by P. Lucks, A. Edkins and W. Strober, 93 Manhattan avenue, New York.

Articles of incorporation have been filed with the secretary of the state of New Jersey, by the Ambrose Lighterage & Transporting Co., Jersey City, N. J. The company is capitalized at $200,000 and was incorporated by Abraham Wengrow, Brooklyn, N. Y., H. E. Munich, Sarsfield, N. J., and J. Burns.

Capitalized at $10,000, the North & South Line recently was incorporated at Wilmington, Del., to operate a line of steamships, by T. L. Croteau, M. A. Bruce and S. E. Dill.

The Long Island Iron Works, New York, recently filed articles of incorporation. It is capitalized at $15,000, and was chartered by L. Turstzkin, H. Melchrsky and J. Buchler, 663 East 165th street, New York.

The Anchor Cap & Closure Corp., Woodbury, N. Y., recently amended its articles of incorporation increasing its capital stock from $2,500,000 to $5,000,000.

The Santa Rosa Fisheries Corp. has been incorporated in Delaware with a capital stock of $300,000, by M. M. Lucey, M. B. Reese and V. P. Lacey.

The Standard Lighterage Co., New York, recently was incorporated with a capital stock of $10,000, by G. and F. Morhardt and C. M. Schaefer, Pt. Richmond, N. Y.

Capitalized at $50,000, the Sea & Lake Steamship Corp. recently was incorporated in Delaware, by F. R. Hansell, J. V. Pimm and E. M. MacFarland.

The Metropolitan Securities Corp. recently was chartered in Delaware to build and operate boats, with a capital stock of $50,000, by L. M. Martin, P. J. Dolson and William Shea, New York.

A Delaware charter has been taken out by the St.

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Recent Business Changes in the Marine Trade

Frank Waterhouse & Co., Seattle, have appointed Statter & Johnson their agent in Portland, Oreg., this being the first agency established by this firm in Oregon.

* * *

Thorndyke-Trenholme Co., Inc., has been appointed temporary agent in Seattle of the Williams Steamship Co., New York, which has announced an intercoastal service beginning in February.

* * *

The new firm of Price, Samuels & Buckingham, marine surveyors and appraisors, New York, is composed of F. H. Price, J. V. Lane, W. S. Samuels and C. M. Banghart.

* * *

A Judson Brown & Co., 30 Church st., New York, announce they have been appointed selling agents in New York and vicinity for the Admiral Anchor Co.

* * *

Announcement is made that the Kingsbury Machine Works, Tackawanna st., Frankford, Philadelphia, is the new name and location of the business formerly conducted by Albert Kingsbury, engineer, Oliver Bldg., Pittsburgh, Pa. The company will continue the business of making and selling thrust bearings.

* * *

The John Fensom Co., Richmond, Va., has been named representative of the Hooven, Owens, Rentschler Co., of Hamilton, O.

* * *

The Sunderland Machinery Co., Omaha, Neb., has been named to represent the Hooven, Owens, Rentschler Co., Hamilton, O., in that district.

* * *

The Atlantic Coast Shipbuilders' association announces removal of its general offices from 30 Church street, New York, to 1701 Walnut street, Philadelphia.

* * *

Hugh R. Wilford and Capt. H. L. McKay, formerly of Goethals, Wilford & Boyd, 150 Nassau street, New York, have organized the firm of Wilford & McKay, Inc., to do general shipping. They have taken over the shipping business of the Goethals firm and will conduct it from 8 and 10 Bridge street, New York.

* * *

The Seaboard & Gulf Steamship Co., New York, announces the appointment of F. L. Zimmermann. 10 Wall street, New York, as its foreign agent.

* * *

The C. H. Wheeler Mfg. Co., Philadelphia, announces it has opened a sales branch in the Leader-News building, Cleveland.

* * *

The Toledo Crane Co., Bucyrus, O., has acquired the crane business of the Toledo Bridge & Crane Co., Toledo, O. The purchase includes all parts, drawings and records of cranes built by the Toledo company in order to permit prompt furnishing of repair parts and duplicate cranes. The organization of the crane department of the Toledo company is now associated with the new firm.

Mary's Steamship Corp. The company, which is capitalized at $65,000, was incorporated by John W. Ceandell, I. W. Bromer and E. M. Potter, New York.

The New York, New England & Pennsylvania Lighterage Co. has been incorporated in Delaware with a capital stock of $100,000, to operate boats, etc., by M. M. Lucey, M. A. Bruce and V. P. Lacey.

The Air Line Engineering Corp. has been incorporated in Delaware to manufacture airplanes, hydroplanes, etc., with a capital stock of $60,000, by T. L. Croteau, M. A. Bruce and S. E. Dill.

The Union Shipyards Corp., Tottenville, S. I., N. Y., contemplates the construction of a plant for the repair and construction of tugs and other small craft. The company is reported to be in the market for a locomotive crane.

The Consolidated Shipbuilding Co., Morris Heights, N. Y., plans the erection of a 1-story power house.

The Bergen Point Brass Foundry, 161 Hobart avenue, Bayonne, N. J., recently was organized by Arthur W. Lindberg, 125 West Sixth street, Bayonne, and others.

The National Liquid Recording Corp., New York, has been incorporated with a capital stock of $125,000, by H. S. Barnes, 115 Broadway, New York, and others, to manufacture machines for recording, etc.

The Reimers Electric Appliance Co., New York, recently was incorporated with a capital stock of $60,000, by D. Koppen, W. K. Tavender and A. E. Reimers, 513 West Fiftieth street, New York.

The Acme Fishing Tool Corp., Boston, has been incorporated by E. L. Clarke, V. M. Kempton and George C. Cutler Jr.

Capitalized at $250,000, the Bennett Flue Blower Co., New York, recently was incorporated by L. F. Halton, A. J. Ward and G. H. Jett, 206 West Sixty-ninth street.

The Minimax Electric & Mfg. Co., Ltd., Montreal, Que., has been incorporated to take over the plant and business now carried on by the Minimax Electric & Mfg. Co., to manufacture electrical apparatus, measuring instruments, batteries, dynamos, motors, etc. The company is capitalized at $99,000, and was incorporated by William F. Cleaver, Patsy Marraza, Albert G. Smith, and others.

Capitalized at $2,000,000, the Supercharge Engine Co. of Canada, Ltd., Montreal, Que., recently was incorporated to manufacture engines, motors, machinery, etc., by Joseph A. Choquette, Joseph Demers, and others.

The Sydney Foundry & Machine Works, Sydney, N. S., is contemplating the construction of a marine railway, to be built at an estimated cost of $100,000. W. E. Clark is manager of the company.

The United Nipple Mfg. Co., Brooklyn, N. Y., recently was incorporated with a capital stock of $10,000, by A. and G. Ungar and S. Silberman, 644 Georgia avenue.

The Bradford Tank Co., Tulsa, Okla., has been incorporated with a capital stock of $50,000, by F. J. Bradford, F. H. Manning and V. H. Horn.

A plant will be established by the Disappearing Propeller Boat Co., Jacksonville, Fla.

The Jahncke Dry Dock & Ship Repair Co., New Orleans, is rebuilding its plant which was recently damaged by fire.

The M. S. T. Shipbuilding Co., Tarpon Springs, Fla., has purchased a river front site on which it is reported planning the construction of a shipbuilding plant.

The Gordon Wrench Corp., New York, has been incorporated with a capital stock of $100,000, by H. J. O'Neil, E. J. Fenton and J. H. Dreyer Jr., Westbury, L. I.

Alterations to its plant are reported being planned by the New York Dock Co., New Brooklyn, N. Y. It is said these improvements will cost about $15,000.

The H. Jackson Pump & Mfg. Co., Brooklyn, N. Y., recently was incorporated with a capital stock of $100,000, to engage in the manufacture of pumping machinery, etc., by L. Unger, O. W. Steinlein and L. W. Schmidt, 408 Wilson avenue, Brooklyn, N. Y.

New Trade Publications

FLOODLIGHT PROJECTORS—The war brought about a demand for night work—much of it out of doors—which required artificial lighting on a scale never before counted upon. To meet this demand, a number of companies set about perfecting projectors particularly suited to the rigorous requirements of such service. Of these, a company which met with exceptional success is the Crouse-Hinds Co., Syracuse, N. Y. These projectors are made in a great variety of sizes to burn lamps ranging in size from 100 to 1000 watts. Several styles of this lamp are suited especially for use in shipyards and on loading and unloading docks. A new booklet describes them.

SAFETY SUITS—Folders issued by the National Life Preserver Co., New York, describe the type of safety suit manufactured by this company. Complete description is given of the design of these garments showing their properties for keeping those who use them fully protected from drowning, cold and exposure. The text with photographs shows the method of wearing the garments and instances of their successful use at times of ship accidents are presented. The pamphlets also explain the company's method of renting the suits for a voyage.

STEAM PUMPS—The M. T. Davidson Co., Brooklyn, N. Y., is distributing a new catalog covering its line of steam pumps for marine service. The booklet also describes briefly the company's condensers, ash ejectors and evaporators. A number of illustrations aid in showing the different types of pumps and in making clear the brief description of the operating principles. Explanation is offered of the valve motion for operation under high steam pressure without lubrication. The units described include vertical and horizontal pressure and boiler feed pumps, vertical and horizontal light service pumps especially fitted for oil service and vertical duplex pumps.

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